



# Town of Johnstown

## PLANNING & ZONING COMMISSION MEETING

7:00 PM, Wednesday, July 28, 2021

### AGENDA

- I. Call to Order for Planning & Zoning Commission**
- II. Roll Call**
- III. Approval of Agenda**
- IV. Public Comments Regarding Items Not on the Agenda** (limited to 3 minutes each)
- V. New Business**
  - 1. Interview Candidates for PZC Vacancies (2)**
    - i. Dave Puccetti
    - ii. Jim Hatfield
    - iii. Jessica Salo
    - iv. Zachary Crosby
    - v. Interviewed at a Special Meeting on July 22, 2021 – Scott Hayward
  - 2. Review of Bylaws and Consider Possible Revision**
    - i. Ethics statement – Conflict of Interest & Ex-Parte Contact
    - ii. Robert's Rule of Order
      1. Parliamentarian to advise
    - iii. Housekeeping updates
  - 3. Final Draft Review – Comprehensive Plan**
- VI. Departmental Report**
- VII. Commissioner Reports and Comments**
- VIII. Adjournment**
- IX. Closed Session - to discuss Candidate Recommendation**

*The Community That Cares*

[www.TownofJohnstown.com](http://www.TownofJohnstown.com)

P: 970.587.4664 | 450 S. Parish Ave, Johnstown CO | F: 970.587.0141



# Town of Johnstown

## ADVISORY COMMITTEE, BOARD OR COMMISSION APPLICATION

**I REQUEST APPOINTMENT TO:** Planning and Zoning Commission

**FIRST AND LAST NAME:** David P. Puccetti.

**EMAIL ADDRESS:** dpuccetti@msn.com      **PHONE NUMBER:** 303-819-2483.

**RESIDENCE ADDRESS:** 2929 Blue Aconia Way, Johnstown, Colorado 80534 in Pioneer Ridge.

**HOW LONG HAVE YOU LIVED IN JOHNSTOWN?** 6 1/2-years.

**OCCUPATION & EMPLOYER:** Part Time -Fire Prevention Specialist – Frederick-Firestone Fire Protection District.

**VOLUNTEER AND/OR WORK EXPERIENCE:** I was a volunteer firefighter with the Arvada Fire Protection District for 13-years. I was also involved in volunteer work with my therapy dog for local hospitals, care homes, schools, and retirement communities.

- 1. Are you presently serving on Town Council or on an appointed committee, board, or commission? If so, which one(s)?** Currently, I am not serving on a Town Council or on an appointed committee, board or commission.
- 2. Why do you wish to be appointed?** I have always been involved in volunteer opportunities in my community from firefighting to volunteer service work.
- 3. List any abilities, skills, or interests which are applicable to the position for which you are applying:** I was employed the Fire Marshal for the Frederick-Firestone Fire Protection from 2013-2017. During my time as Fire Marshal, I worked directly with the Town of Frederick, the Town of Firestone and Weld County Planning Departments on future development, growth, and construction of commercial and residential projects.
- 4. Are you committed to attending meetings?** Yes
- 5. Are you committed to serving an entire term?** Yes



6. Please specify any activities which might create a serious conflict of interest if you should be appointed to a particular board, commission, or committee. I am currently semi-retired and work 28-hours per week for the Frederick-Firestone Fire Protection District as Fire Prevention Specialist. There are no activities in which I am currently involved, which would be a conflict, should I be appointed to Planning and Zoning Commission.
7. Although you are not required to have extensive knowledge or experience related to the board, commission, or committee, please list any licenses, certificates, or other specialized training applicable to the board, commission, or committee for which you are applying. I am certified by the State of Colorado as a Plans Examiner III and certified with the International Code Council (ICC) as a Fire Inspector I. I certified by National Association of Fire Investigators (NAFI) as a Certified Fire and Explosives Investigator.
8. Additional information or references you believe may be helpful in considering your application. Here are references for your use:
- Ms. Jennifer Simmons, Planning Director for the Town of Frederick  
[jsimmons@frederickco.gov](mailto:jsimmons@frederickco.gov)  
303-833-2388
- Ms Tracy Case, Planning Manager for the Town of Firestone  
[tcase@firestoneco.gov](mailto:tcase@firestoneco.gov)  
303-531-6260
- Mr. Matt LeCerf, Town Manager for Johnstown Colorado.  
[mlecerf@townofjohnstown.com](mailto:mlecerf@townofjohnstown.com)  
1-970-587-4664
9. If you are not appointed at this time, are you interested in serving in the future? Yes
10. What interests you most / least about the position? Being directly involved in the community and working with other Planning Commissioners for the future grow in Johnstown. The least desirable part of the position is the Planning Commission is only a recommendation commission to the Town Board.
11. What do you like most / least about the Town of Johnstown? I love the rural setting and small-town atmosphere and local community involvement. The least desirable part of Johnstown is the condition of the roads and influence of developers and Weld County government.
12. What would you like to see the Town accomplish in the next two (2) years? In the next two(2) years I would like to see smart growth as it related to agricultural, urban development and oil and gas.
13. What is your philosophy on growth? I believe it is extremely important for smart growth between urban development, agricultural and oil and gas. There clearly needs to be goals and objectives set in place by the staff of Planning and Zoning Commission and the Town Board.

**14. What changes would you like to see occur in the Town of Johnstown?** Improvement in roadway access, and conditions. Designation of residential and commercial growth areas. Further development of the downtown area for local business. More recreational opportunities for youth and seniors. Better schools for all children in the Johnstown area.

**15. Why should you be appointed?** I have a strong desire to be involved in my community. All my family lives in Johnstown, Milliken, and Greeley. My wife and I have chosen Johnstown for our retirement home. Based on my life and work experiences as a Fire Marshal and in my current position as a Fire Prevention Specialist working with Planning Commissions in Weld County, provides me with a diverse background to help Johnstown grow now and in the future.

Signature:   
David P. Puccetti

Date: June 9, 2021

*\*Please complete this form in its entirety using the space provided and return to the Town Clerk by emailing a scanned copy to [dseele@townofjohnstown.com](mailto:dseele@townofjohnstown.com) or by dropping it off at Town Hall (450 S. Parish Ave, Johnstown, CO 80534). With questions, please call 970-587-4664. 450*

**The Community That Cares**

[johnstown.colorado.gov](http://johnstown.colorado.gov)

P: 970.587.4664 | 450 S. Parish Ave, Johnstown CO 80534 | F: 970.587.0141



# Town of Johnstown

## ADVISORY COMMITTEE, BOARD OR COMMISSION APPLICATION

I REQUEST APPOINTMENT TO (Circle one)

Cemetery Committee

Housing Authority

Planning and Zoning Commission

FIRST AND LAST NAME: JAMES (Jim) HATFIELD

EMAIL ADDRESS: IamWorthIt@gmail.com PHONE NUMBER: 720-771-8914

RESIDENCE ADDRESS (Street, City, State, Zip)

345 Hickory Lane, Johnstown, CO 80534

MAILING ADDRESS - if different than above (Street, City, State, Zip)

same

HOW LONG HAVE YOU LIVED IN JOHNSTOWN?

15 yrs (2006)

OCCUPATION & EMPLOYER:

See Firmware Engineer, Standards Engineer - Seagate Technology  
Longmont, CO

VOLUNTEER AND/OR WORK EXPERIENCE:

Work - Software/Firmware engineer (45 yrs), chair & write international  
standards for computer security and storage (Hard Drives).

Volunteer - tutoring, mentoring, 4H leader in JT for 1-2 yrs, HOA

for Clearview (president, for 13 yrs); Run an annual MATHCOUNTS  
competition for grades 6-8, JT Cemetery Committee,  
attend JT Council meetings when I can.

Continue to next page for questionnaire.



1. Are you presently serving on Town Council or on an appointed committee, board or commission? If so, which one(s)?

Yes - Cemetery Committee (meets as needed). I helped  
to revise the policies and rules in 2020-2021

2. Why do you wish to be appointed?

I want to contribute to JT in a meaningful way.  
I've lived in JT for 15 years, and want to give back.

3. List any abilities, skills, or interests which are applicable to the position for which you are applying:

Decades of experience with standards committees (leader,  
participant), long meetings, reviewing large documents). I  
ask questions that nobody thought of before, I can  
offer a fresh perspective.

4. Are you committed to attending meetings?

Yes!

5. Are you committed to serving an entire term?

Yes!

6. Please specify any activities which might create a serious conflict of interest if you should be appointed to a particular board, commission or committee.

Occasional travel for work

7. Although you are not required to have extensive knowledge or experience related to the board, commission or committee, please list any licenses, certificates or other specialized training applicable to the board, commission or committee for which you are applying.

I am highly skilled at reviewing large documents,  
correlating with laws and standards, participating in committees

8. Additional information or references you believe may be helpful in considering your application.

9. If you are not appointed at this time, are you interested in serving in the future?

(Circle one)

YES NO

10. May we contact you in the future if a vacancy opens?

(Circle one)

YES NO

10. What interests you most / least about the position?

I am very interested in what is developing around JT.

By the time a proposal gets to the Town Council, it is really too late to comment on or have meaningful impact.

I want to be able to participate in community development in a meaningful way. The PZC is the best place to do

that without being a town employee.

11. What do you like most / least about the Town of Johnstown?

most: It's still small. I fled from Westminster and Broomfield when the mega-shopping centers and traffic got bad.

least: Discussions and decisions appear to be made behind closed doors, and the Town Council mainly rubber-stamps those decisions.

12. What would you like to see the Town accomplish in the next two (2) years?

work with CDOT on several projects (I-25/660, I-25 at COF0/Carlson)

work towards better interconnection between our neighborhoods

work towards better connection to public transit.

13. What is your philosophy on growth?

- Don't impede growth, but don't make it #1 priority
- encourage development, especially for small businesses
- expand the tax base to pay for infrastructure projects
- minimize local traffic impacts in growth areas

14. What changes would you like to see occur in the Town of Johnstown?

more vital downtown retail near YMCA, make JT a destination of entertainment, unite the far-flung parts of JT. Maybe some sort of within JT transportation network? Better broadband.

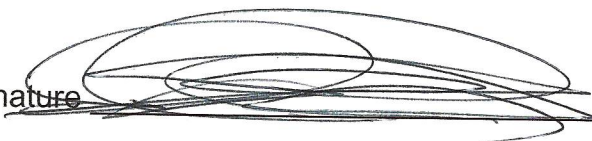
While I love Hays Market, residents have been asking for a long time. 2534 and TRR are in a food desert.

15. Why should you be appointed?

I have a fresh perspective, and ask new types of questions. I am willing and able to serve the town I live in.

I have a deep calling to give back to my community

Signature



Date April 30, 2021

\*Please complete this form in its entirety using the space provided and return to the Town Clerk by emailing a scanned copy to [dseele@townofjohnstown.com](mailto:dseele@townofjohnstown.com) or by dropping it off at Town Hall (450 S. Parish Ave, Johnstown, CO 80534). With questions, please call 970-587-4664.

The Community That Cares

[johnstown.colorado.gov](http://johnstown.colorado.gov)

P: 970.587.4664 | 450 S. Parish Ave, Johnstown CO 80534 | F: 970.587.0141





# Town of Johnstown

## ADVISORY COMMITTEE, BOARD OR COMMISSION APPLICATION

I REQUEST APPOINTMENT TO (Circle one)

Cemetery Committee

Housing Authority

Planning and Zoning Commission

FIRST AND LAST NAME: Jessica Salo

EMAIL ADDRESS: [jessica.salo@gmail.com](mailto:jessica.salo@gmail.com) PHONE NUMBER: 307-752-2154

RESIDENCE ADDRESS (Street, City, State, Zip)

343 Alder Avenue, Johnstown, CO 80534

MAILING ADDRESS - if different than above (Street, City, State, Zip)

\_\_\_\_\_

HOW LONG HAVE YOU LIVED IN JOHNSTOWN?

3 years

OCCUPATION & EMPLOYER:

Associate Professor, University of Northern Colorado

VOLUNTEER AND/OR WORK EXPERIENCE:

Associate Professor, Department of Geography, GIS, and Sustainability, UNC 2013 – present

Board Member, Poudre Heritage Alliance, 2019 - present

\_\_\_\_\_

\_\_\_\_\_

Continue to next page for questionnaire.

1. Are you presently serving on Town Council or on an appointed committee, board or commission? If so, which one(s)?

No

2. Why do you wish to be appointed?

Johnstown has a lot of potential and is experiencing a lot of growth. I would love to see the town develop into a vibrant and connected community, and I have the skills to assist in that.

3. List any abilities, skills, or interests which are applicable to the position for which you are applying:

I am extremely analytical and have strong technical skills. My research investigates various human and environmental factors along the Colorado Front Range and Eastern Plains, with a strong focus on water resources. I am familiar with land and water use regulations and development. I have experience developing strategic plans for departments and organizations.

4. Are you committed to attending meetings? Yes

5. Are you committed to serving an entire term? Yes

6. Please specify any activities which might create a serious conflict of interest if you should be appointed to a particular board, commission or committee.

I cannot think of any.

7. Although you are not required to have extensive knowledge or experience related to the board, commission or committee, please list any licenses, certificates or other specialized training applicable to the board, commission or committee for which you are applying.

I have taken multiple land use planning classes and am familiar with the local zoning ordinances. Although it was more than two decades ago, I worked as a planning intern during college.

8. Additional information or references you believe may be helpful in considering your application.

**Kathleen Benedict, Executive Director, Poudre Heritage Alliance**

**Phone: : 970-295-4851**

**Email: kbenedict@poudreheritage.org**

**James Doerner, Direct Supervisor, Department Chair, Department of Geography, GIS, and Sustainability at the University of Northern Colorado**

**Phone: 970.351.2733**

**Email: james.doerner@unco.edu**

9. If you are not appointed at this time, are you interested in serving in the future?

(Circle one)

**YES NO**

10. May we contact you in the future if a vacancy opens?

(Circle one)

**YES NO**

10. What interests you most / least about the position?

**The potential to have a lasting, positive impact on the community is the most interesting aspect of the position. Additionally, I like to be engaged in my community and I believe my skillset is best fitted for the Planning and Zoning Commission.**

11. What do you like most / least about the Town of Johnstown?

**I like the small town feel and the commitment to retaining agriculture as part of the heritage of the town. I would like to see the western neighborhoods more connected to the downtown, making it possible for residents to safely walk or bike to business on Parish Avenue and the surrounding areas.**

12. What would you like to see the Town accomplish in the next two (2) years?

**I would like to see safe, non-motorized vehicle paths connecting the western neighborhoods and new schools to the downtown area. I would also link to see an increase in activity and engagement with local businesses in the downtown area.**

13. What is your philosophy on growth?

I believe that growth is unavoidable and can be achieved in a way that is economic sound, strengthens connections within communities, and preserves the heritage of a community, while also protecting the natural world. There is a lot of potential in growing communities, and I believe Johnstown is in a good position to manage growth in a way that will ensure a great future.

14. What changes would you like to see occur in the Town of Johnstown?

I would like to see safe, non-motorized vehicle paths connecting the western neighborhoods and new/proposed schools to the downtown area and more safely connected to the western neighborhoods. I would like to see locations and businesses in the downtown area be developed to grow connections within the community. The YMCA is doing a great job of this and I would love to see this continue.

15. Why should you be appointed?

I was raised on a working farm in a rural area and worked in oil and gas before moving to Colorado and obtaining my PhD. These life experiences provide an unique perspective that can be of great value to a community, such as Johnstown, that is juggling multiple land uses and rapid residential development. I have knowledge of rural Colorado and technical and analytical skills that will benefit the Planning and Zoning Commission.

Signature\_\_\_\_\_



\_\_\_\_\_Date 60/10/2021

*\*Please complete this form in its entirety using the space provided and return to the Town Clerk by emailing a scanned copy to [dseele@townofjohnstown.com](mailto:dseele@townofjohnstown.com) or by dropping it off at Town Hall (450 S. Parish Ave, Johnstown, CO 80534). With questions, please call 970-587-4664.*

The Community That Cares

[johnstown.colorado.gov](http://johnstown.colorado.gov)

P: 970.587.4664 | 450 S. Parish Ave, Johnstown CO 80534 | F: 970.587.0141



# Town of Johnstown

## ADVISORY COMMITTEE, BOARD OR COMMISSION APPLICATION

I REQUEST APPOINTMENT TO (Circle one)

Cemetery Committee

Housing Authority

Planning and Zoning Commission

FIRST AND LAST NAME:

Zachary Crosby

EMAIL ADDRESS: CrosFamily2010@gmail.com PHONE NUMBER: 720-601-4013

RESIDENCE ADDRESS (Street, City, State, Zip)

451 Grange Ln. Johnstown, CO 80534

MAILING ADDRESS - if different than above (Street, City, State, Zip)

HOW LONG HAVE YOU LIVED IN JOHNSTOWN?

3 years

OCCUPATION & EMPLOYER:

Claims adjuster - Colorado Farm Bureau Insurance Company

VOLUNTEER AND/OR WORK EXPERIENCE:

Volunteer leader with local church congregation and youth group.

Volunteer with local food bank

Prior work experience includes: land management,  
marketing and sales

Continue to next page for questionnaire.

1. Are you presently serving on Town Council or on an appointed committee, board or commission? If so, which one(s)?

No

2. Why do you wish to be appointed?

I want to serve the Town that is my Family's home  
and hopefully help to make it a little bit better.

3. List any abilities, skills, or interests which are applicable to the position for which you are applying:

I am a quick learner and am interested in all the  
work that goes on behind the scenes to run a growing town.  
I work with complex legal/insurance documents for residential  
and commercial properties on a daily basis.

4. Are you committed to attending meetings?

Yes

5. Are you committed to serving an entire term?

Yes

6. Please specify any activities which might create a serious conflict of interest if you should be appointed to a particular board, commission or committee.

None

7. Although you are not required to have extensive knowledge or experience related to the board, commission or committee, please list any licenses, certificates or other specialized training applicable to the board, commission or committee for which you are applying.

None



---

8. Additional information or references you believe may be helpful in considering your application.

---

Devin Davis - He is a Friend and I have served  
with him 720-339-9947

---

9. If you are not appointed at this time, are you interested in serving in the future?

(Circle one)

☒ YES ☐ NO

10. May we contact you in the future if a vacancy opens?

(Circle one)

☒ YES ☐ NO

10. What interests you most / least about the position?

---

Being an active participant in the future planning  
on the growth of our town. One day I can tell  
my children that I helped build this great place.

---

11. What do you like most / least about the Town of Johnstown?

Johnstown is able to maintain a "small town" feel  
but still be able to offer access to amenities and a  
high quality of life.

---

12. What would you like to see the Town accomplish in the next two (2) years?

---

Well planned and measured growth while continuing to provide  
improved amenities and better infrastructure.

---

13. What is your philosophy on growth?

Growth is great and an integral part of life, but needs to be planned (as much as possible) and plans put into place to handle the growth.

14. What changes would you like to see occur in the Town of Johnstown?

Continued investment in infrastructure and amenities for residents.

15. Why should you be appointed?

I love the Town of Johnstown; it is my home. I will give my time and talents to make sure that Johnstown remains the best place to live and raise a family.

Signature



Date

3-1-2021

*\*Please complete this form in its entirety using the space provided and return to the Town Clerk by emailing a scanned copy to [dseele@townofjohnstown.com](mailto:dseele@townofjohnstown.com) or by dropping it off at Town Hall (450 S. Parish Ave, Johnstown, CO 80534). With questions, please call 970-587-4664.*

The Community That Cares

[johnstown.colorado.gov](http://johnstown.colorado.gov)

P: 970.587.4664 | 450 S. Parish Ave., Johnstown CO 80534 | F: 970.587.0141



# Town of Johnstown

## ADVISORY COMMITTEE, BOARD OR COMMISSION APPLICATION

I REQUEST APPOINTMENT TO (Circle one)

Cemetery Committee

Housing Authority

Planning and Zoning Commission

FIRST AND LAST NAME:

KENNETH (SCOTT) HAYWARD

EMAIL ADDRESS: KShayward2112@gmail.com PHONE NUMBER: 970 481 4996

RESIDENCE ADDRESS (Street, City, State, Zip)

332 CELTIC RD. JOHNSTOWN, CO 80534

MAILING ADDRESS - if different than above (Street, City, State, Zip)

HOW LONG HAVE YOU LIVED IN JOHNSTOWN?

3 YEARS +

OCCUPATION & EMPLOYER:

PRECAST CONCRETE RETIRED

VOLUNTEER AND/OR WORK EXPERIENCE:

LOVELAND LIONS, GREAT NORTHERN FAIR, HOA PRESIDENTS  
(NPCA)  
NATIONAL PRECAST CONCRETE ASSOC. B.O.D., NPCA FOUNDATION EDUCATION  
HAYWARD'S MUFFLER & BRAKE (OWNER), PS CHARTER MT. (OWNER)  
COLO. WEDDING SUPPLIES (OWNER), COLORADO PRECAST CONCRETE (OWNER)

Continue to next page for questionnaire.



1. Are you presently serving on Town Council or on an appointed committee, board or commission? If so, which one(s)?

No

2. Why do you wish to be appointed?

I BELIEVE MY PAST EXPERIENCE  
IN CONSTRUCTION CAN HELP IN THE DEVELOPEMENT OF JOHNSTOWN

3. List any abilities, skills, or interests which are applicable to the position for which you are applying:

BUSINESS OWNERSHIP, CONSTRUCTION BACKGROUND, STARTED  
IN FARMING/RANCHING & BUILT BUSSINESS'S TO SELL & RETIRE

4. Are you committed to attending meetings?

YES

5. Are you committed to serving an entire term?

YES

6. Please specify any activities which might create a serious conflict of interest if you should be appointed to a particular board, commission or committee.

NONE THAT COME TO MIND

7. Although you are not required to have extensive knowledge or experience related to the board, commission or committee, please list any licenses, certificates or other specialized training applicable to the board, commission or committee for which you are applying.

7+ BUSINESS'S & CONSTRUCTION, PAST LICENCE OF  
TRANSPORTION, CONTRACTOR LIC., I'VE A CDL & ALL ENDORSMENTS  
FOR 40+ YEARS, NUMEROUS SAFETY CLASSES

8. Additional information or references you believe may be helpful in considering your application.

I HAVE STARTED BUSINESS'S FROM THE GROUND UP  
& MANAGED THEIR GROWTH TO BE PROFITABLE. I'M NOT AFRAID  
TO GET MY HANDS DIRTY & WORK WITH OTHERS TO MAKE  
THINGS WORK.

9. If you are not appointed at this time, are you interested in serving in the future?

(Circle one)

☒ YES ☐ NO

10. May we contact you in the future if a vacancy opens?

(Circle one)

☒ YES ☐ NO

10. What interests you most / least about the position?

BEING ABLE TO USE MY EXPERTISE IN HELPING MANAGING  
GROWTH IN JOHNSTOWN

11. What do you like most / least about the Town of Johnstown?

THE COMMUNITY IS A GREAT PLACE TO LIVE (LIKE MOST)  
THE INFRASTRUCTURE (LEAST)

12. What would you like to see the Town accomplish in the next two (2) years?

FUTURE PLANNING & INFRASTRUCTURE

13. What is your philosophy on growth?

TO SURVIVE WE MUST HAVE  
MANAGED GROWTH

14. What changes would you like to see occur in the Town of Johnstown?

UP DATE INFRASTRUCTURE

15. Why should you be appointed?

I'm A HANDS ON TYPE OF PERSON.  
POSITIVE, GO getter, I DON'T DWELL ON DISSENTIONS, I HAVE  
HAD MORE THAN 100 EMPLOYEES TO MANAGE AT ONE TIME. I'm A  
VERY POSITIVE, PEOPLE TYPE. WISHING TO HELP OUR COMMUNITY.

Signature



Date 2-05-2021

\*Please complete this form in its entirety using the space provided and return to the Town Clerk by emailing a scanned copy to [dseele@townofjohnstown.com](mailto:dseele@townofjohnstown.com) or by dropping it off at Town Hall (450 S. Parish Ave, Johnstown, CO 80534). With questions, please call 970-587-4664.

The Community That Cares

[johnstown.colorado.gov](http://johnstown.colorado.gov)

P: 970.587.4664 | 450 S. Parish Ave, Johnstown CO 80534 | F: 970.587.0141



## **BYLAWS**

### **JOHNSTOWN PLANNING AND ZONING COMMISSION**

The following bylaws are hereby adopted by the Planning and Zoning Commission (Commission) of the Town of Johnstown, Colorado in order to:

1. Make the most efficient use of the time of the Commission members and town staff;
2. Improve communications between the Commission and the public-at-large, including local residents, applicants and the other administrative agencies of Johnstown; and,
3. Provide opportunities for Commission orientation and updates on local and regional planning matters, and assist the Town Board in guiding future development.
4. Meet the responsibilities and duties as established in Article X of Chapter 2 of the Johnstown Municipal Code, and applicable state laws.

#### **A. COMMISSION STRUCTURE**

1. The officers of the Commission shall be Chair and Vice-Chair, elected each year at the first meeting in June by a majority vote of the members of the Commission in attendance with a quorum.
2. Duties of Officers:
  - a) The Chair shall:
    - i. Preside at all meetings.
    - ii. Appoint committees, special and/or standing and liaisons.
    - iii. Rule on all procedural questions (subject to a reversal by a two-thirds (2/3) majority vote of the members present).
    - iv. Represent the Commission before the Board of Trustees and other public bodies except when this responsibility has been delegated to an appropriate official or Commission member.
    - v. Carry out other duties as assigned by the Commission.
3. The Vice-Chair shall:
  - a) Act in the absence or inability of the Chair to act

- b) Have the powers to function in the same capacity as the Chair in cases of the Chair's absence or inability to act.
- 4. The Secretary is a Town employee assigned by the Town Administrator and shall:
  - a) Keep a file of all official records and reports of the Commission
  - b) Record and certify all minutes of the Commission.
  - c) Prepare and be responsible for the publishing and posting of all advertisements relating to public meetings and hearings of the Commission.

## **B. SCHEDULE OF MEETINGS**

### **Regular Meetings.**

The regular meetings of the Johnstown Planning and Zoning Commission shall be at 7:00 P.M. on the second and fourth Wednesday of each month. In the event a regular meeting is cancelled due to weather or other circumstances, the business items shall be included on the agenda for the earliest available meeting. Required public notice shall be made for the items so rescheduled.

No new business will be considered after 10:00 P.M. unless agreed to by a majority of members present. The meetings will adjourn promptly at 10:30 P.M., or earlier, unless an extension is allowed by a majority of the members present. The order of business shall be:

1. Call To Order
2. Roll Call
3. Public Comment on Matters Not On the Agenda
4. Old Business (Business items that are tabled or carried over from previous meetings, but are not hearings).
5. New Business
6. Public Hearings
7. Consent Agenda
8. Staff Communication
9. Commissioner Comments and Questions

## 10. Adjournment

If an agenda item is not ready for Commission consideration, the Chair may, after consulting the Commissioners, place the item at the end of the regular agenda. If the item is still not ready the Commission shall vote to postpone the item to a specific, future Commission meeting.

The Commission should not accept new information from the applicant. Applicant presentations shall be confined to discussion and display of materials included in the Commissioner meeting packets.

## 2. Worksessions

The second Wednesday of each month will be reserved but not exclusively and, workload permitting, for discussion of any and all internal matters of the Commission, including reports and recommendations of the various subcommittees.

**3. Special meetings** may be called at any time by the Chair or three members provided public notice is given once the meeting is called.

## 4. Attendance.

- a) Commissioners are expected to make all meetings. In the event that a Commissioner cannot attend at meeting, the Commissioner should notify the Secretary no later than 12:00 noon on the day of the meeting.
- b) If a Commissioner is absent for more than three meetings in a calendar year, for no substantial reason as determined by the Commission, the Commissioners may direct the Chair to recommend to the Board that the Board review the Commissioner's appointment.

## 5. Commissioner Service Recognition.

At the conclusion of a Commissioner's term of office, the Commission will formally recognize his or her service, such as a certificate and/or notice in the newspaper of local circulation.

## C. PUBLIC NOTICE OF MEETINGS

1. All regular and special meetings of the commission shall have at least three days notice. Notice shall be posted at the Town Hall in the officially designated location. All meetings of the Commission or any of its committees shall be open to the public, except for executive sessions, which must be conducted in accordance with state and local laws.
2. Public Hearings allow, after presentation by applicant and staff, any individual to address the Commission regarding the business item. Individual speakers will be limited to 3

minutes unless prior approval is obtained from the Chair. Groups that are represented by a single spokesperson are allowed 10 minutes unless prior approval is obtained from the Chair.

3. At each regular meeting of the Commission, the applicant and all persons having an interest in, or desiring to be heard upon any matter which is the subject of a specific public hearing, shall be given an opportunity to be heard during such public hearing portion of the meeting, and in addition thereto, there shall be a time during such regular meetings for members of the public to address the Commission concerning any matter relevant to the Commission's jurisdiction and not on the agenda for specific public hearing at such meeting. The time period for such public participation, and any reasonable limitations thereon, shall be established from time to time by the Commission.

#### **D. COMMITTEES**

1. From time to time the Commission may need to establish short-term committees to accomplish specific tasks for the Commission. The Chair of the Commission shall appoint such committees with appropriate instructions as deemed necessary, including appointment of a Committee Chair.
2. Committee Chairs shall have full responsibility for conducting the affairs of their committees and reporting to the full Commission.

#### **E. RULES OF PROCEEDINGS**

1. Meetings shall be conducted under Robert's Rules of Order, and the Commission may adopt such modified or amended procedural rules, as it deems appropriate, subject to local and state laws, including the Open Meetings Law.
2. A majority of the membership of the Commission (4 members) shall constitute a quorum. When a quorum is present, a majority vote, that is a majority of the votes cast, ignoring abstentions, is sufficient for the adoption of any motion. Voting may be by roll call or any other method chosen by the Chair. In all cases a record shall be kept as part of the minutes. Any member shall have the right to demand a roll call vote.
3. The Commission shall take official action by approval of a motion. Motions shall clearly specify action. If conditions are imposed, the conditions should be as specific as possible, and include the result desired, deadlines or benchmarks and consequences if the condition is not met. Discussion and debate on any motion occurs after the motion has been made and seconded.

4. Any member of the Commission may request to have any item removed from the consent agenda. Such request need not be seconded. The Commission shall then take up such item for discussion. A single motion and roll call vote in favor thereof shall approve all items remaining on the consent agenda.
5. Motions for tabling an item should include reason(s) for tabling.

## **F. ELECTION OF OFFICERS**

The voting procedure for annual election of the Chair and Vice Chair is as follows:

The Town Planner, acting as Moderator, calls the meeting to order and asks for a secret vote for the election of the Chair by written ballot. The Planner receives the ballots, tallies the votes and announces the totals. The Commissioner receiving the greatest number of votes shall be the Chair, but a motion must be made with the majority vote to appoint the Chair. The same procedure follows for Vice-Chair. Written ballots shall be retained by the Secretary until the next election of officers.

## **G. AMENDMENTS**

These by-laws may be changed by a two-thirds (2/3) vote of the entire membership.

## ROBERTS RULES CHEAT SHEET

To:	You say:	Interrupt Speaker	Second Needed	Debatable	Amendable	Vote Needed
Adjourn	"I move that we adjourn"	No	Yes	No	No	Majority
Recess	"I move that we recess until..."	No	Yes	No	Yes	Majority
Complain about noise, room temp., etc.	"Point of privilege"	Yes	No	No	No	Chair Decides
Suspend further consideration of something	"I move that we table it"	No	Yes	No	No	Majority
End debate	"I move the previous question"	No	Yes	No	No	2/3
Postpone consideration of something	"I move we postpone this matter until..."	No	Yes	Yes	Yes	Majority
Amend a motion	"I move that this motion be amended by..."	No	Yes	Yes	Yes	Majority
Introduce business (a primary motion)	"I move that..."	No	Yes	Yes	Yes	Majority

The above listed motions and points are listed in established order of precedence. When any one of them is pending, you may not introduce another that is listed below, but you may introduce another that is listed above it.

To:	You say:	Interrupt Speaker	Second Needed	Debatable	Amendable	Vote Needed
Object to procedure or personal affront	"Point of order"	Yes	No	No	No	Chair decides
Request information	"Point of information"	Yes	No	No	No	None
Ask for vote by actual count to verify voice vote	"I call for a division of the house"	Must be done before new motion	No	No	No	None unless someone objects
Object to considering some undiplomatic or improper matter	"I object to consideration of this question"	Yes	No	No	No	2/3
Take up matter previously tabled	"I move we take from the table..."	Yes	Yes	No	No	Majority
Reconsider something already disposed of	"I move we now (or later) reconsider our action relative to..."	Yes	Yes	Only if original motion was debatable	No	Majority
Consider something out of its scheduled order	"I move we suspend the rules and consider..."	No	Yes	No	No	2/3
Vote on a ruling by the Chair	"I appeal the Chair's decision"	Yes	Yes	Yes	No	Majority

The motions, points and proposals listed above have no established order of preference; any of them may be introduced at any time except when meeting is considering one of the top three matters listed from the first chart (Motion to Adjourn, Recess or Point of Privilege).



## PROCEDURE FOR HANDLING A MAIN MOTION

**NOTE:** Nothing goes to discussion without a motion being on the floor.

### Obtaining and assigning the floor

A member raises hand when no one else has the floor

- The chair recognizes the member by name

### How the Motion is Brought Before the Assembly

- The member makes the motion: *I move that (or "to") ...* and resumes his seat.
- Another member seconds the motion: *I second the motion* or *I second it* or *second*.
- The chair states the motion: *It is moved and seconded that ... Are you ready for the question?*

### Consideration of the Motion

1. Members can debate the motion.
2. Before speaking in debate, members obtain the floor.
3. The maker of the motion has first right to the floor if he claims it properly
4. Debate must be confined to the merits of the motion.
5. Debate can be closed only by order of the assembly (2/3 vote) or by the chair if no one seeks the floor for further debate.

### The chair puts the motion to a vote

1. The chair asks: *Are you ready for the question?* If no one rises to claim the floor, the chair proceeds to take the vote.
2. The chair says: *The question is on the adoption of the motion that ... As many as are in favor, say 'Aye'.* (Pause for response.) *Those opposed, say 'Nay'.* (Pause for response.) *Those abstained please say 'Aye'.*

### The chair announces the result of the vote.

1. *The ayes have it, the motion carries, and ...* (indicating the effect of the vote) or
2. *The nays have it and the motion fails*

### WHEN DEBATING YOUR MOTIONS

1. Listen to the other side
2. Focus on issues, not personalities
3. Avoid questioning motives
4. Be polite

# HOW TO ACCOMPLISH WHAT YOU WANT TO DO IN MEETINGS

## MAIN MOTION

You want to propose a new idea or action for the group.

- After recognition, make a main motion.
- Member: "Madame Chairman, I move that \_\_\_\_\_."

## AMENDING A MOTION

You want to change some of the wording that is being discussed.

- After recognition, "Madame Chairman, I move that the motion be amended by adding the following words \_\_\_\_\_."
- After recognition, "Madame Chairman, I move that the motion be amended by striking out the following words \_\_\_\_\_."
- After recognition, "Madame Chairman, I move that the motion be amended by striking out the following words, \_\_\_\_\_, and adding in their place the following words \_\_\_\_\_."

## REFER TO A COMMITTEE

You feel that an idea or proposal being discussed needs more study and investigation.

- After recognition, "Madame Chairman, I move that the question be referred to a committee made up of members Smith, Jones and Brown."

## POSTPONE DEFINITELY

You want the membership to have more time to consider the question under discussion and you want to postpone it to a definite time or day, and have it come up for further consideration.

- After recognition, "Madame Chairman, I move to postpone the question until \_\_\_\_\_."

## PREVIOUS QUESTION

You think discussion has gone on for too long and you want to stop discussion and vote.

- After recognition, "Madam President, I move the previous question."

## LIMIT DEBATE

You think discussion is getting long, but you want to give a reasonable length of time for consideration of the question.

- After recognition, "Madam President, I move to limit discussion to two minutes per speaker."

## **POSTPONE INDEFINITELY**

You want to kill a motion that is being discussed.

- After recognition, "Madam Moderator, I move to postpone the question indefinitely."

## **POSTPONE INDEFINITELY**

You are against a motion just proposed and want to learn who is for and who is against the motion.

- After recognition, "Madame President, I move to postpone the motion indefinitely."

## **RECESS**

You want to take a break for a while.

- After recognition, "Madame Moderator, I move to recess for ten minutes."

## **ADJOURNMENT**

You want the meeting to end.

- After recognition, "Madame Chairman, I move to adjourn."

## **PERMISSION TO WITHDRAW A MOTION**

You have made a motion and after discussion, are sorry you made it.

- After recognition, "Madam President, I ask permission to withdraw my motion."

## **CALL FOR ORDERS OF THE DAY**

At the beginning of the meeting, the agenda was adopted. The chairman is not following the order of the approved agenda.

- Without recognition, "Call for orders of the day."

## **SUSPENDING THE RULES**

The agenda has been approved and as the meeting progressed, it became obvious that an item you are interested in will not come up before adjournment.

- After recognition, "Madam Chairman, I move to suspend the rules and move item 5 to position 2."

## **POINT OF PERSONAL PRIVILEGE**

The noise outside the meeting has become so great that you are having trouble hearing.

- Without recognition, "Point of personal privilege."
- Chairman: "State your point."
- Member: "There is too much noise, I can't hear."

## COMMITTEE OF THE WHOLE

You are going to propose a question that is likely to be controversial and you feel that some of the members will try to kill it by various maneuvers. Also you want to keep out visitors and the press.

- After recognition, "Madame Chairman, I move that we go into a committee of the whole."

## POINT OF ORDER

It is obvious that the meeting is not following proper rules.

- Without recognition, "I rise to a point of order," or "Point of order."

## POINT OF INFORMATION

You are wondering about some of the facts under discussion, such as the balance in the treasury when expenditures are being discussed.

- Without recognition, "Point of information."

## POINT OF PARLIAMENTARY INQUIRY

You are confused about some of the parliamentary rules.

- Without recognition, "Point of parliamentary inquiry."

## APPEAL FROM THE DECISION OF THE CHAIR

Without recognition, "I appeal from the decision of the chair."

### Rule Classification and Requirements

Class of Rule	Requirements to Adopt	Requirements to Suspend
Charter	Adopted by majority vote or as proved by law or governing authority	Cannot be suspended
Bylaws	Adopted by membership	Cannot be suspended
Special Rules of Order	Previous notice & 2/3 vote, or a majority of entire membership	2/3 Vote
Standing Rules	Majority vote	Can be suspended for session by majority vote during a meeting
Modified Roberts Rules of Order	Adopted in bylaws	2/3 vote





# 2021 JOHNSTOWN AREA COMPREHENSIVE PLAN

*Final Draft | July 2021*



# ACKNOWLEDGMENTS

## COMMUNITY MEMBERS

Thanks for your continued dedication throughout the planning process. Your input was invaluable in the creation of this plan.

## MAYOR AND COUNCIL MEMBERS

- Mayor Gary Lebsack
- Mayor Pro Tem Chad Young
- Amy Tallent
- Damien Berg
- Jesse Molinar, Jr.
- Kevin Lemasters
- Troy Mellon

## STEERING COMMITTEE/ PLANNING & ZONING COMMISSION

- Alex Sauer, Rural/Ag Liaison
- Amy Tallent, Town Council Liaison
- Bruce Weber
- Isaiah Flores
- Jason Grentz
- Larry Storms
- Lila Montez
- Patricia Kiovsky
- Paul Kingsolver

## TOWN STAFF

- Matt LeCerf, Town Manager
- Kim Meyer, AICP, Planning & Development Director
- Kristin Cote, Planner I
- Darryll Wolnik, Planner II
- Jamie Desrosier, Communications Manager

## LOGAN SIMPSON DESIGN INC.

- Bruce Meighen, Principal
- Jennifer Gardner, Project Manager
- Emily Morales, Assistant Project Manager
- Melissa Ruth, Planner
- Kristy Bruce, GIS Analyst
- Maria Michieli-Best, Graphics



# PLAN AT A GLANCE

## THE PROCESS

This Plan was a community driven process that listened to and responded to those that live, work, and play in Johnstown; ultimately giving the community an opportunity to develop policies and programs that are shaped by them and for them.

### COMMUNITY INPUT



19  
STAKEHOLDER  
INTERVIEWS



1,238  
ON-LINE  
QUESTIONNAIRE &  
QUICK POLL RESPONSES



1,200  
FACEBOOK  
PARTICIPATION  
(SHARES, LIKES,  
COMMENTS, ETC.)



7  
PLAN AUDITORS



7  
STEERING COMMITTEE &  
2  
COUNCIL WORK SESSIONS



VIRTUAL TOWN HALL WITH  
700  
VIDEO VIEWS

### THEME IDENTIFICATION



DIVERSE (COMMUNITY,  
ECONOMY, & LAND USES)



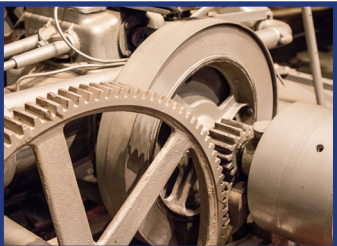
SMALL TOWN,  
FAMILY FRIENDLY



ALTERNATIVE & SAFE  
TRANSPORTATION MODES



PRESERVED HERITAGE,  
FARMLAND, & OPEN SPACE



FORWARD THINKING,  
ADAPTIVE



VIBRANT HISTORIC  
DOWNTOWN



CONNECTED  
(PEOPLE & PLACES)



IMPROVED OUTDOOR  
RECREATION

WHAT WE HEARD:  
OPPORTUNITIES TO MAKE OUR TOWN MORE...

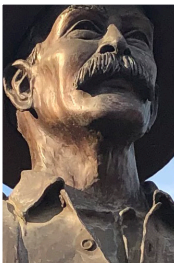
RESILIENT	VIBRANT	CONNECTED
Maintain natural buffers around town. Encourage a balance of land uses. Diversify housing stock. Preserve agricultural heritage. Enhance cultural experiences. Preserve historical architectural heritage. Work to support strong fire and school districts. Mitigate floods and natural hazards.	Needed services: » Grocery store/drug store » Light industrial/Employment » Big box commercial » Medical  Attract more retail, restaurant, and entertainment options.  Promote outdoor cafes, art galleries, hobby shops.  Develop sustainable business opportunities.	Strong neighborhoods, connected to the larger community and to a wide range of recreational and wellness opportunities.  Safe and accessible motorized and non-motorized transportation options  Neighborhoods and businesses supported by reliable infrastructure, including broadband.  Small town feeling of being welcome, safe, and engaged.  Community activities and spaces that bring neighbors of all ages together.  Relationship to surrounding natural lands and agricultural uses.

GUIDING PRINCIPLE

Johnstown celebrates our small-town heritage built from strong agricultural roots. We promote dynamic approaches to innovation and new trends while maintaining our quality of life. Johnstown is a resilient, vibrant, and connected community that offers diverse and inclusive opportunities for generations of residents to live, work, and play.



THREE INTEGRAL THEMES



1. Johnstown is Resilient

Johnstown’s culture, values, and mix of land uses, services, and natural amenities cultivate our high quality of life and adaptability as a resilient community.



2. Johnstown is Vibrant

Johnstown is a vibrant community that leverages our walkable, historic downtown, and traditional neighborhoods, with new innovative commercial and residential areas, offering diverse opportunities to enjoy and create lively and thriving business areas, neighborhoods, and civic spaces.



3. Johnstown is Connected

Johnstown provides a purposefully-designed and connected network of neighborhoods, transportation routes, events, services, and spaces to create a safe and inclusive environment for our diverse and growing community.

THE RESULT

Using the Guiding Principle and Integral Themes as a foundation for the Johnstown Area Comprehensive Plan, the community-informed opportunities were turned into the below overarching policies statements to direct the future of our town. As Johnstown continues to grow, it is important that residents, businesses owners, and governmental and non-governmental groups, among others, keep these policy statements present in their day-to-day work to ensure that conversations and actions contribute to making Johnstown a more resilient, vibrant, and connected community.

OVERARCHING POLICY STATEMENTS

WHERE WE LIVE

Where we live should be a safe and connected network of neighborhoods that offer all residents opportunities to live, work, and play in Johnstown.



WHERE WE WORK & SHOP

Where we work and shop should capitalize on our historic downtown, agricultural heritage, and strategic location along the I-25 to cultivate businesses that can offer diverse jobs and services —strengthening our community resilience and maintaining our vibrant community character.



WHERE WE PLAY

Where we play should incorporate natural and cultural values to develop and support year-round recreational opportunities that are inclusive of and accessible to all and that contribute to the health and wellbeing of our diverse and growing community.



HOW WE MOVE

How we move should rely on safe and inclusive multi-modal transportation options that connect residents and visitors with each other and to jobs, services, and recreation opportunities within and beyond town boundaries.



WHERE WE SERVE

How we serve should provide an efficient and consistent level of public services and amenities that are conducive to making our town resilient, vibrant, and connected.







# TABLE OF CONTENTS

## CHAPTER 1: INTRODUCTION..... 1

- Why the Plan Update?
- Who is this Comprehensive Plan for?
- Development of the Plan
- Organization of the Plan
- Relationship to Other Plans

## CHAPTER 2: PLAN FOUNDATION ..... 7



Where we Live



Where we Work and Shop



Where we Play



How we Move



How we Serve

## CHAPTER 3: JOHNSTOWN TODAY.....11

- Overview
- Existing Conditions
- Accomplishments Since the Last Plan
- Opportunities Moving Forward

## CHAPTER 4: JOHNSTOWN TOMORROW.33

- Overview
- Overarching Policies
- Goals
- Strategies

## CHAPTER 5: FUTURE LAND USE.....45

- Overview
- Future Land Use Categories
- Future Land Use Map

## CHAPTER 6: IMPLEMENTATION .....59

- Overview
- Actions Items
- Implementation Table
- Roles of Implementation

## APPENDICES .....76

Appendix A: Glossary of Terms

Available on Town Website:

Appendix B: Phase 1 Community Involvement Summary

Appendix C: Phase 2 Community Involvement Summary

Appendix D: Phase 3 Community Involvement Summary





# CHAPTER 1: INTRODUCTION

## WHY THE PLAN UPDATE?

Much has changed since the Town's last Comprehensive Area Plan, adopted in 2006. As one of the fastest growing municipalities in the Front Range, Johnstown has grown from approximately 8,900 residents in 2006 to an estimated 18,000 in 2020. While prior developments were dominated by residential subdivisions near the Town's traditional core, more recent developments have been dominated by mixed-use, retail, and employment projects in the Town's northwest. This updated plan anticipates and accommodates future growth within the Town's Growth Management Area (GMA) while working to connect and harmonize the traditional and newer areas of the town.

The development and adoption of a Comprehensive Plan is mandated through Colorado Revised Statutes (C.R.S. 31-23-206) to be used as a long-range guiding documents that provide the policy framework for implementing regulatory tools like zoning, subdivision regulations, annexations, and updates to Town codes and standards. Colorado State Statute also stipulates that Comprehensive Plans must remain relevant. For this reason, the Johnstown Area Comprehensive Plan (the Plan) is intended to be flexible, adapting to changing conditions and unanticipated events. The Plan is recommended to be annually audited for progress, and reviewed and updated every five years. Minor modifications may occur in interim years whenever major demographic shifts or policy changes occur that would impact the accuracy and direction of the elements in this Plan.

### WHILE COLORADO'S LAW IDENTIFIES COMPREHENSIVE PLANS AS ADVISORY ONLY,

Zoning and land use regulations are meant to be developed in accordance with the Comprehensive Plan. Proposed land use changes are reviewed for compliance with the future land use map and goals in this Plan.

## WHO IS THIS COMPREHENSIVE PLAN FOR?

This Plan provides high-level direction for the future for the 48-square mile Growth Management Area (Map 1). This Plan is designed for Town leaders to guide and for community members to understand future development and redevelopment considerations for the Johnstown area from now into the next 20 years.

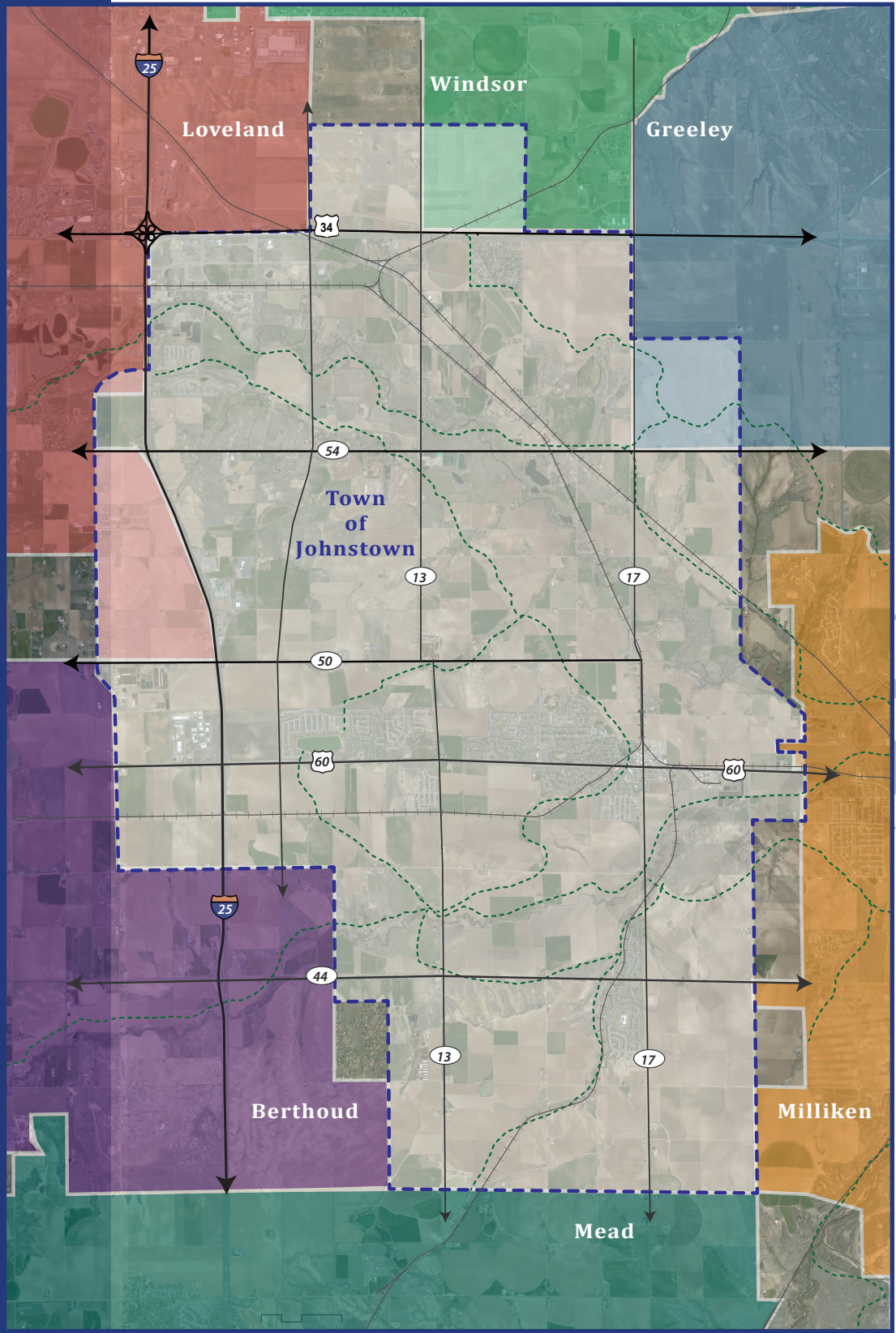
The Plan is designed for:

- Planning & Zoning Commission, Town Council, and Town staff to make decisions regarding:
  - Development applications
  - Provision and extension of community services and infrastructure
  - Regional coordination efforts with other jurisdictions and agencies
- Residents or potential buyers interested in the location of new streets, parks, trails, or community facilities and services; or how neighboring lands might develop.
- Business, property owners, or prospective developers interested in land use recommendations or development policies for their property.
- Adjacent jurisdictions interested in collaborating with the Town and managing their own growth and land uses.

The Plan can be used to inform updates and decisions based on Town plans for location and size of streets, parks and trails; improving our economic and activity centers; and guiding water, sewer, and other necessary infrastructure investments and improvements.



MAP 1. GROWTH MANAGEMENT AREAS

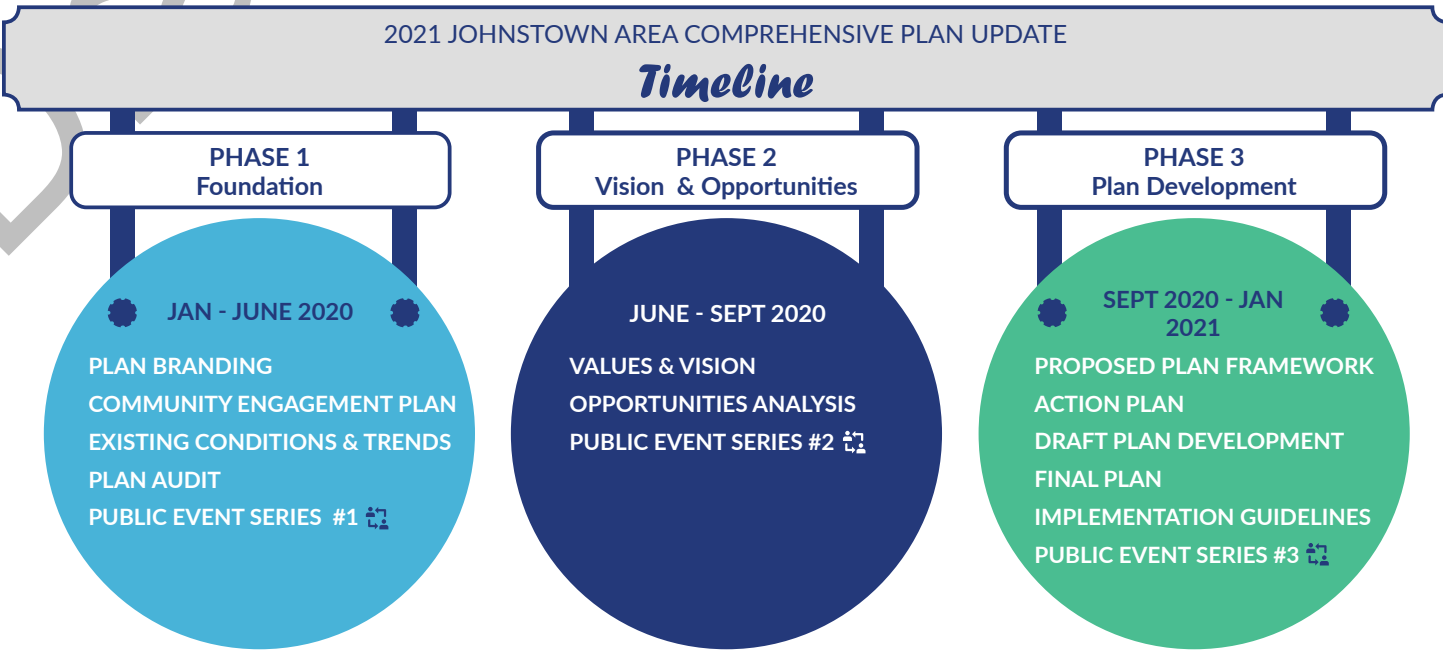


## DEVELOPMENT OF THE PLAN

This Plan was developed with input from the community and the Planning & Zoning Commission, and will be adopted by Town Council. This work was done in three phases over a period of 13 months; from January 2020 to January 2021. As illustrated in Figure 1, all phases involved a public event series to listen to and respond to those that live, work, and play in the town. Community input served to substantiate existing policies and inform new ones, and to prioritize and direct implementable actions. More importantly, it gave town residents an opportunity to develop policies and programs that are shaped by them and for them.

Outreach efforts were made possible thanks to contributions from key town staff who offered their invaluable support with day-to-day coordination, particularly as they navigated a heightened digital reality with the onset of the COVID-19 pandemic. Town staff supported the design and distribution of communication materials on the project's website and on the Town's social media platforms. They also assisted in distributing other tangible materials like yard signs and posters throughout the community.

FIGURE 1. PLAN TIMELINE





WHILE ENGAGEMENT EFFORTS TOOK PLACE PRIMARILY ON-LINE,

The community was notably adept in keeping connected and engaged. The Appendix includes a summary of the different planning phases, including the methods of and results from the community engagement activities.

Another group that played an instrumental role in supporting and informing the process, was the Steering Committee (SC). SC Members ( ) were a sounding board during the planning process, ensuring that every step of the process was consistent with the character of the community. They accomplished this by being active participants throughout the planning process; providing thoughtful ideas and valuable feedback; weighing-in on decisions; collaborating with other groups, and evaluating and editing the final plan draft proposed to the Planning & Zoning Commission. The Town Council also had multiple opportunities to contribute to the planning process at different stages throughout the development of the Plan.

STEERING COMMITTEE MEMBERS

NAME	ORGANIZATION/ROLE
Alex Sauer	Rural/Ag Liaison
Amy Tallent	Town Council Liaison
Bruce Weber	Planning and Zoning Commission
Isaiah Flores	Planning and Zoning Commission
Jason Grentz	Planning and Zoning Commission
Larry Storms	Planning and Zoning Commission
Lila Montez	Planning and Zoning Commission
Patricia Kiovsky	Planning and Zoning Commission
Paul Kingsolver	Planning and Zoning Commission

ORGANIZATION OF THE PLAN

Chapter 2. Plan Foundation, highlights the elements that set the intention behind the Plan. Chapter 3. Johnstown Today, portrays a snapshot of existing conditions, accomplishments since the last Plan, desires from the community, and opportunities going forward. Chapter 4. Johnstown Tomorrow, presents the goals and strategies to achieve the Plan’s guiding principle and integral themes. Chapter 5. Future Land Use, offers a conceptual framework for the location, density and intensity of future development. Lastly, Chapter 6. Implementation Plan, outlines the actions, projects, and anticipated timeliness and resources to steer the future of Johnstown.

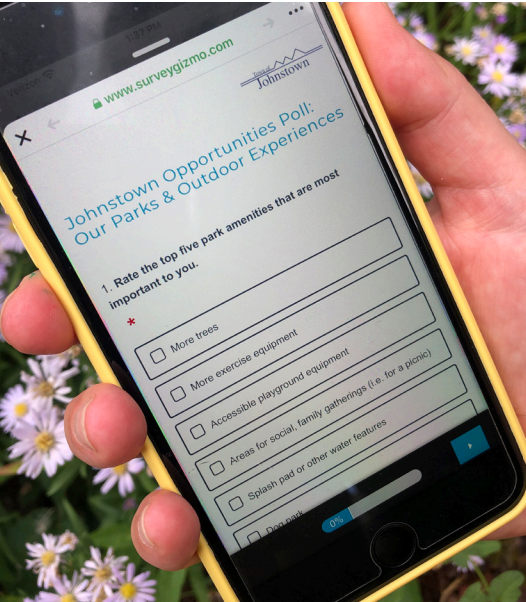
RELATIONSHIP TO OTHER PLANS

This Plan is connected to other local and regional planning efforts. Coordination with these efforts is important and could inform the development and refinement of other plans. The plans of Larimer and Weld Counties, the North Front Range Metropolitan Planning Organization, and adjacent municipalities, such as Berthoud, Greeley, Loveland, Mead, Milliken, and Windsor should be taken into account to achieve the desired future for the larger North Front Range region. Coordination with regional entities may focus on regional transportation, land use compatibility, open space and wildlife protection, resource conservation, provision of water and sewer, and education and economic development, to mention a few. The Town also coordinates with our local special districts, such as fire, school, and library districts to help plan their future system improvements.

To access the most recent version of the plans listed below and other resources, please visit the Town’s Planning and Development Department website at [johnstown.colorado.gov/planning](http://johnstown.colorado.gov/planning).

- Zoning Map
- Various Design Guidelines
- Johnstown Transportation Master Plan
- Downtown Johnstown Improvement Master Plan
- Landscape Standards and Specifications
- Parks, Trails, Recreation and Open Space Master Plan

FIGURE 2. ORGANIZATION OF THE PLAN







# CHAPTER 2: PLAN FOUNDATION

This Plan is the result of extensive community input. Initial outreach efforts sought to capture the community’s values (Figure 3), from which a series of ideas were distilled to develop the Plan’s preliminary Guiding Principles and Integral Themes (previously shown on page III). Before these could be finalized, a work session was held with the Steering Committee to ensure alignment with the Town’s Mission, Vision, and Values (MVV) (Figure 4). Together, these community-driven components served as the foundation for the plan.

FIGURE 3. COMMUNITY’S VALUES WORD CLOUD

Words submitted by the community.  
The larger the font, the more times it was repeated.



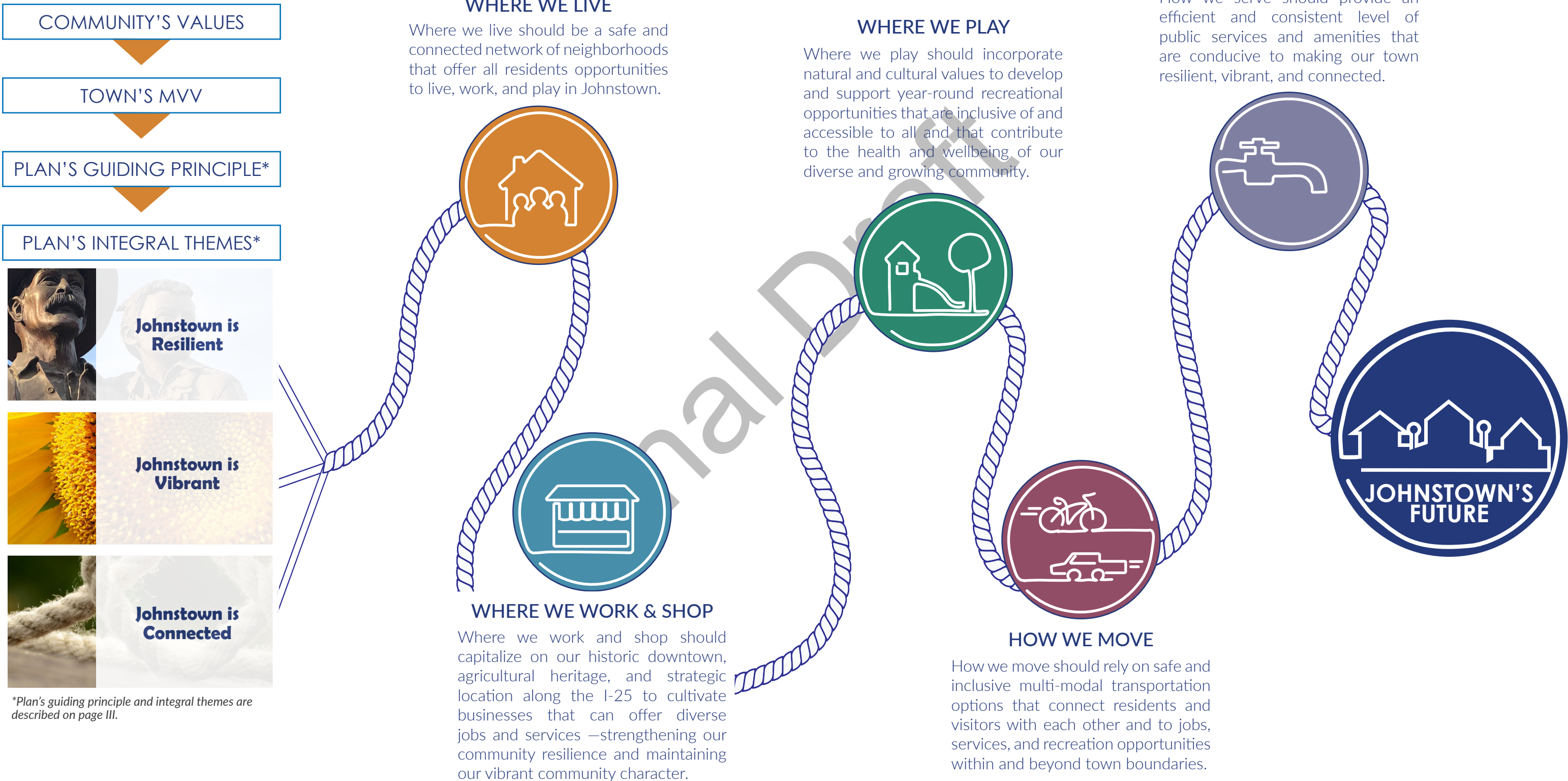
FIGURE 4. TOWN OF JOHNSTOWN’S MVV

MISSION	VISION	VALUES
Enhancing the quality of life of our residents, businesses, and visitors through community-focused leadership.	Connecting community with opportunity.	Johnstown <b>CARES</b> : Communication Accountability Respect Excellence Stewardship

Five elements, along with their respective policies, goals, and strategies were further distilled from community input to support the Plan’s Guiding Principle and Integral Themes. The interconnection of all these foundational pieces is illustrated on the Plan’s Foundation graphic (Figure 5) on the next page.



FIGURE 5. PLAN'S FOUNDATION







# CHAPTER 3: JOHNSTOWN TODAY

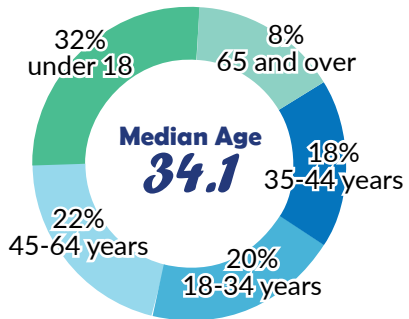
## OVERVIEW

This chapter presents a series of existing conditions “snapshots” to illustrate where the Johnstown community is today. The snapshots are based on the best and most recent available data from the Town of Johnstown, Weld and Larimer Counties, the Census, and other sources, including ‘what we heard’ from over 300 community submissions during the Plan’s first phase.

## POPULATION DEMOGRAPHICS

Johnstown’s population and land area are split between Weld and Larimer counties, with most of the Town located in Weld County. Johnstown, like other Front Range communities, has experienced rapid population growth over the past decade; growing from a population of 10,096 in 2010 to an estimated 18,000 in 2020—a 78% increase. Future projections for Larimer and Weld Counties estimate a 2.5% annual growth rate from now into 2030 (Colorado State Demographer). This increase is likely to impact Johnstown due to its location and available land. As shown in Figure 6, Johnstown’s largest age group (32%) is under 18 years, indicating that Johnstown is attractive to families.

Furthermore, as shown below, while Johnstown is primarily White (80%) there is also a substantial Hispanic community (15%). This is a larger Hispanic representation than Larimer County (12%), although lower than Weld County (29%) or Colorado State (21%) (ACS 5-Year Estimates, 2019).



**FIGURE 6. POPULATION BREAKDOWN BY AGE GROUP**  
(Source: ACS 5-Year Estimates, 2019)

**TABLE 2. ETHNICITY**

(Source: ACS 5-Year Estimates, 2019)

GROUP	PERCENT
White alone	80
Hispanic (of any race)	15
Asian alone	3
Two or more races	1
Black or African American alone	1
American Indian alone	0
Native Hawaii & other Pacific Islands alone	0
Some other race alone	0





WHERE WE LIVE

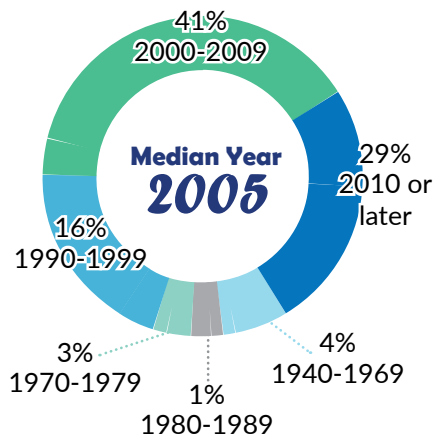


FIGURE 7. YEAR HOME BUILT  
(Source: ACS, 5-Year Estimates, 2019)

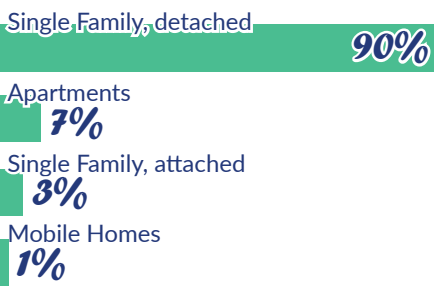


FIGURE 8. HOME TYPES  
(Source: ACS, 5-Year Estimates, 2019)

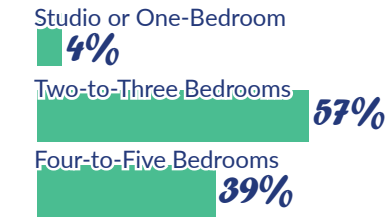


FIGURE 9. AVERAGE NUMBER OF BEDROOMS  
(Source: ACS, 5-Year Estimates, 2019)

EXISTING CONDITIONS

Housing Demographics

Johnstown is a family-oriented community with 3,872 families, about 75% of town residents. Johnstown’s average household size is 2.87 people—a little bigger than the state’s average at 2.56.

As of 2019, Johnstown had a total of 5,329 housing units. The housing stock is fairly new, with nearly three-quarters of the homes built in 2000 or later.

The median property value in Johnstown is \$283,400 and over 75% of the housing stock is valued between \$200,000-\$400,000.

Housing Types

As of 2019, 90% of housing units in Johnstown were single-family, detached homes on individual lots. Approximately 5% of housing was apartment-style housing, 3% were single-family, attached, and 1% were mobile homes. Over half of Johnstown’s housing units are two and three-bedroom homes. A majority of the other homes are four-to-five bedrooms. Very few studio and one-bedroom units have been built. The predominant housing type in Johnstown is a two- or three-bedroom single-family detached home. These types of homes are generally occupied by families with children still in the house. However, the lack of smaller studio and one-bedroom units as well as apartment or attached units such as townhouses, creates a barrier for lower- or fixed-income and first-time home buyers looking to establish in Johnstown. It is noteworthy that residential development continues to grow at a relatively high rate, and newer high-density multifamily projects have been built in recent years near activity centers—with more than 700 new units added in the past two to three years.

Occupancy & Vacancy Rate

Vacancy status is an indicator of the housing market and is used to assess the demand for housing and identify housing turnover. Johnstown’s homeowner vacancy rate is .8%, meaning that over 99% of homes are currently occupied. Additionally, Johnstown’s owner-occupancy rate is high (89%). These numbers indicate a very stable housing situation for most residents, but also highlights the possibility that those new to Johnstown, seeking a different lifestyle (i.e., low maintenance living, newlywed/empty-nester), or seeking housing for the first time may have difficulty finding appropriate and affordable housing. This scenario would be even more difficult when looking for rental properties as the vacancy rate is 0%, meaning the whole rental stock is currently occupied.

Housing Affordability

One indicator of housing affordability is the ability of residents to purchase a home. Housing is considered affordable if it costs about one-third or less of what the people living in the area earn, also known as the Area Median Income (AMI). The median income for all cities across the country is defined each year by the U.S. Department of Housing and Urban Development (HUD). The 2018 AMI for Johnstown area is \$90,240 for a three-person family (100% AMI). However, as shown on Table 3, households that make 50% or less of AMI, would only have access to 9% of Johnstown’s housing stock.

TABLE 3. AFFORDABLE HOUSING STOCK BASED ON AMI

(Source: ACS, 2018)

AMI Percentage	30%	50%	80%	100%
AMI	\$27,072	\$45,120	\$72,192	\$90,240
Max. Monthly Rent	\$377	\$828	\$1,505	\$1,956
Max. Affordable Home Price	\$81,802	\$179,757	\$326,688	\$424,642
Total Housing Stock Affordable	About 1%	About 9%	About 65%	About 86%

Another indicator of housing affordability is the percentage of cost-burdened households. These are households “who pay more than 30% of their income for housing” and “may have difficulty affording necessities such as food, clothing, transportation, and medical care.” (US Department of Housing and Urban Development). With a median monthly mortgage cost in Johnstown of \$1,876 and a median monthly rent of \$1,589, approximately 16% of owners and 29% of renters reported spending 30% or more of their income on housing in Johnstown.

In addition to the Johnstown Housing Authority that oversees a 24-unit elderly apartment complex, two other organizations that work in the Johnstown area to help residents find and maintain a place to live are [NeighborToNeighbor](#) (serving Larimer County) and the [Greeley-Weld Housing Authority](#).

Ratio of Residential to Commercial

Johnstown has several existing commercial and mixed use districts: Downtown, near the I-25 and Highway 34 (“2534”) interchange, and the I-25 interchange at Hwy 60. As seen on Map 2, there is a stark difference in the acreage occupied by commercial/industrial and residential spaces. Additional analysis of commercial and retail areas is provided in the next section, ‘where we work & shop’.

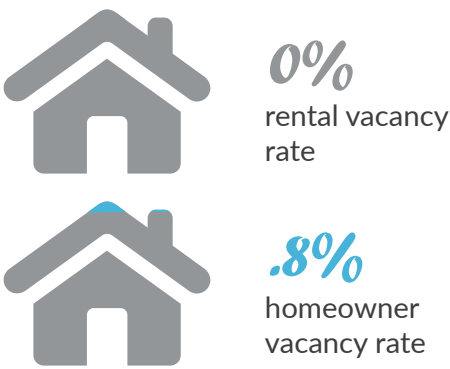


FIGURE 10. VACANCY RATES  
(Source: ACS, 5-Year Estimates, 2019)

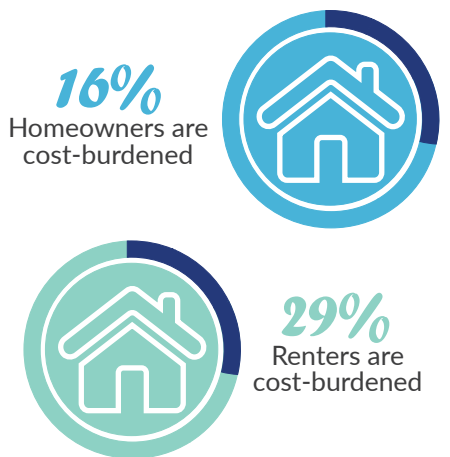


FIGURE 11. COST-BURDENED HOUSEHOLDS  
(Source: ACS, 5-Year Estimates, 2019)

WHAT WE HEARD FROM THE COMMUNITY

“Having family friendly neighborhoods where kids can play outside and ride bikes.”

“Having a King Soopers Marketplace or other grocery store would be nice.”

“Add more retail, restaurants, and a grocery store near the center of town.”

“More mixed-use neighborhoods with emphasis on walkability and diversity.”

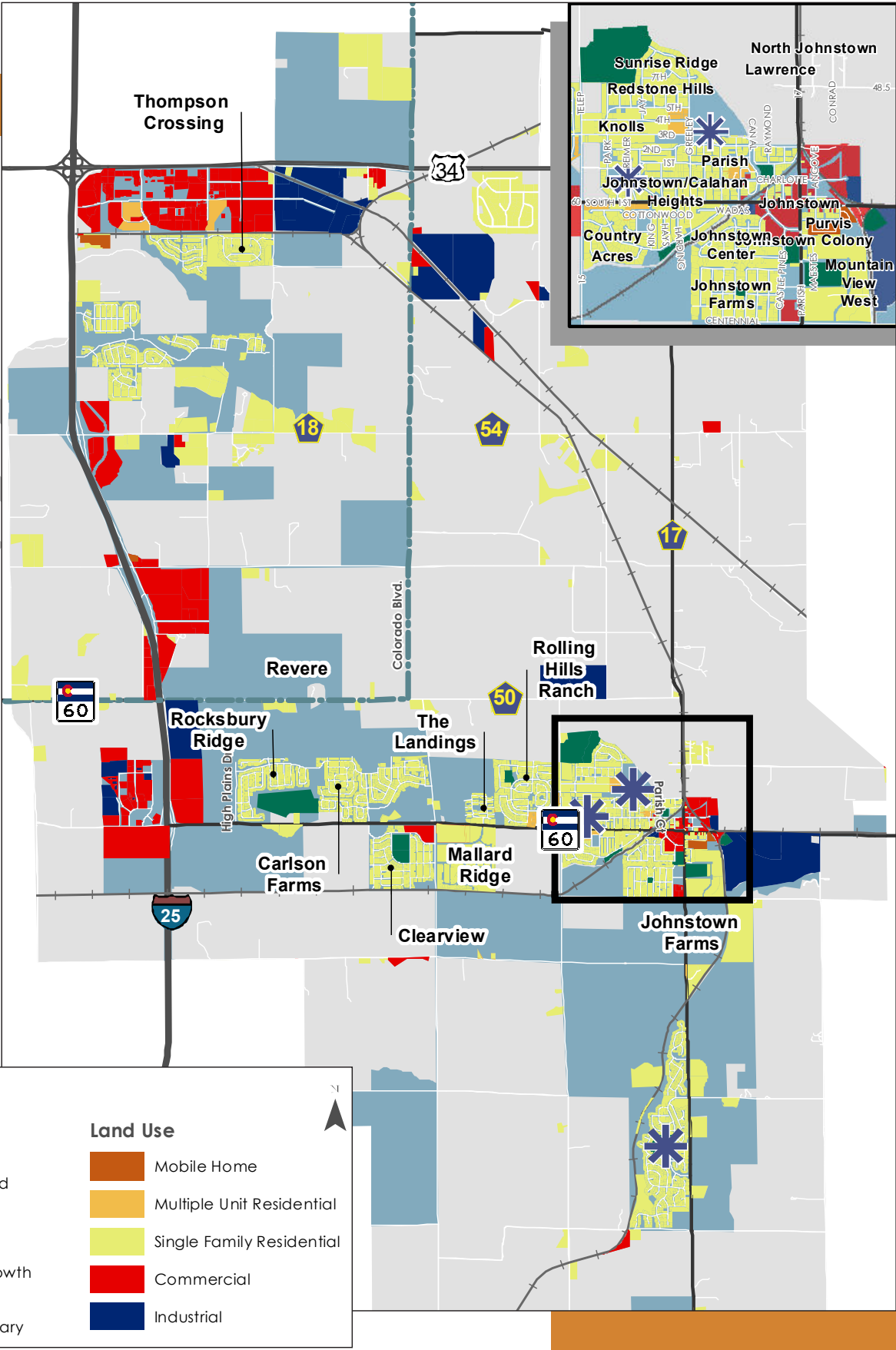
ACCOMPLISHMENTS SINCE THE LAST PLAN

As recommended in the 2006 Plan, different housing types have been encouraged to support the housing needs of diverse residents. In particular, the Town has seen an increase in high density multifamily housing in recent years, with more than 700 new units built near activity centers in the past two to three years.

Johnstown’s overall housing stock is fairly new, with nearly three-quarters of the homes being built in the last twenty years. New residential neighborhoods continue to be built at a relatively high rate, and given the 2.5% annual growth rate for Larimer and Weld Counties from now into 2030, it can be expected that residential development pressures will continue to grow. As Johnstown responds to these pressures, it must ensure that the housing stock not only continues to respond to increasingly diverse housing needs, but also that it is balanced with employment and service opportunities; overall, making neighborhoods more resilient, vibrant, and connected.

OPPORTUNITIES MOVING FORWARD

- Diversify housing and neighborhoods to provide a wider variety of unit types (from apartment living to large estate lots) and accommodate different lifestyles and income levels.
- Ensure that adequate infrastructure and facilities, such as roads, parks/trails, services, water quality, and other utilities, are provided with new development.
- Promote the development of new homes (or provide incentives to retrofit old homes) for residents who want to age in place.
- Ensure new housing developments meet infrastructure standards.
- Improve connections within neighborhoods, to schools, to downtown, and other destinations.
- Balance residential with commercial land uses to promote local job opportunities as the town grows and develops.
- Support new residential developments to build more “complete” neighborhoods with housing near services, parks, transportation, and employment opportunities with neighborhood-scale activity/commercial centers.



MAP 2. NEIGHBORHOOD AREAS

(Source: Logan Simpson, 2020)



WHERE WE WORK & SHOP

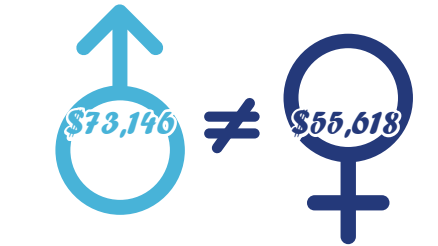


FIGURE 12. AVERAGE MALE/FEMALE SALARIES IN COLORADO  
(Source: datausa.io, 2019)

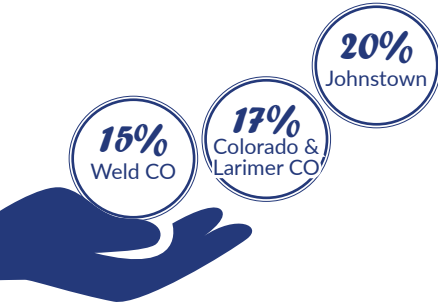


FIGURE 13. RETIREMENT INCOME COMPARISON  
(Source: ACS, 5-Year Estimate, 2018)



FIGURE 14. TOP 3 INDUSTRIES EMPLOYING THE MOST RESIDENTS  
(Source: Datausa.io, 2019)

EXISTING CONDITIONS

Employment Demographics

According to the 2019 American Community Survey (ACS), Johnstown has 9,565 residents aged 16 and over, 85% of which are in the labor force. Also, the town has a median per capita income of \$39,265 and a median household income of \$100,025, these numbers are significantly higher than Larimer and Weld Counties’ per capita income (between \$31-\$37K) and median household incomes (between \$71-\$74K). While gender-specific data is not available for Johnstown, State-level data indicates that in 2019, full-time male employees in Colorado made 1.32 times more than female employees (Datausa.io, 2019). With 13% of town residents being seniors 65 and over, it is not surprising that the percentage of households with retirement income (20%) is higher than Weld and Larimer County, and Colorado as a whole (15-17%) (ACS, 2018).

Industries

The most common employment sectors for those who live in Johnstown are Retail Trade, Health Care & Social Assistance, and Manufacturing. The highest paying industries in Johnstown, by median earnings are Computer & Mathematical Occupations (\$116,800); Installation, Maintenance, & Repair Occupations (\$88,646); and Computer, Engineering, & Science Occupations (\$81,111) (Datausa.io, 2019). **Note:** Census data is tagged to a residential address, not a work address.

Key local employers include the Weld RE-5J School District, Coca-Cola, FedEx, Canyon Bakehouse, and Scheels. As shown on Map 3 (page 19), the areas with the largest concentration of employees are: Downtown, Johnstown Plaza, and the Mountain View area.

Commuting Patterns of Primary Workers

Of the 6,232 Johnstown residents in the workforce (based on individuals holding a primary job -the highest paying job for a worker), only 420 work in Johnstown and the rest leave the town for work. Average commute time for those driving out of town for work is 30 min. This is 5-7 more minutes than the mean commute time for workers from all of Larimer and Weld counties, and across the state.

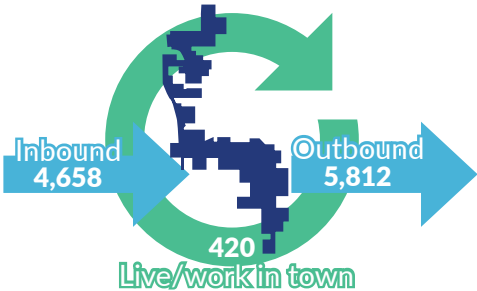


FIGURE 15. COMMUTING PATTERNS OF PRIMARY WORKERS  
(Source: On the Map, 2018)

Local Businesses

A history of local entrepreneurship dates to Johnstown’s first days when two important industries developed: a milk condensory and a unique year-round sugar factory that used “discard” molasses to produce high quality sugar. The Mohawk Milk Company, later the Carnation Milk Company, was built in 1913, and the Great Western Sugar Factory was built in 1925.

In 2017, Johnstown had 275 businesses or roughly one business per 52 residents (Table 4). These establishments range from home businesses to manufacturers and large national retailers. Several of these businesses in and around Johnstown are agriculture-related, including irrigation, feed, and supply retailers.

Commercial Land Uses

Commercial and employment development has grown rapidly over the past 10 years. In particular, the 2534 and Johnstown Plaza developments have provided the opportunity for a variety of retailers and businesses to capitalize on the desirable I-25/US 34 interchange and frontage. Also, Iron Horse provides additional land for large employers and manufacturing along US 34.

Areas that provide opportunities for additional commercial and employment uses include existing and rapidly-developing properties along the I-25 and US 34 corridors. The industrial area adjacent to downtown also houses several successful long-time businesses. The mix of uses and zoning in the historic downtown area and adjacent undeveloped lands offer attractive opportunities for commercial, employment, and mixed-use projects.

As shown on Map 2 (page 15), the land occupied by commercial (623 acres) and industrial (55 acres) areas reveals some imbalances when compared to residential areas (3,675 acres). Table 5 provides a more detailed comparison of residential to commercial ratios based on parcels tagged with a land use. As Johnstown continues to grow, it would be useful to guide development towards a desired ratio.

Oil & Gas

The oil and gas industry is a major economic driver for Weld County. While mineral extraction in the area does fluctuate, the industry has consistently been a major employer. While always changing, the Colorado Oil and Gas Conservation Commission (COGCC) showed 280 active wells in the Johnstown Growth Management Area as of August 2020. Horizontal drilling has allowed these wells to be consolidated into smaller footprints; however ongoing debates over safety and appropriate setbacks at the state level may impact development over time.

TABLE 4. SURROUNDING COMMUNITIES’ RATIO OF EMPLOYER BUSINESSES TO RESIDENTS

MUNICI-PALITY	RESI-DENTS	BUSI-NESSES	RATIO
Johnstown	14,386	275	52
Milliken	6,362	129	49
Windsor	23,386	739	31
Firestone	12,282	197	62
Mead	4,315	124*	35

(Source: ACS Statistics for Employer Firms, 2017)

\*Business directory used as Census data was not available.

TABLE 5. INCORPORATED AREAS’ RATIO OF RESIDENTIAL TO COMMERCIAL

MUNICI-PALITY	ACRES		
	RES.	COMM.	RATIO
Mead	1,341	182	7.4: 1
Milliken	855	133	6.4:1
Berthoud	1,441	330	4.4:1
Wellington	1,126	281	4.0:1
Fort Collins	10,633	3,174	3.4: 1
Windsor	3,823	1,244	3.1:1
Greeley	6,678	2,285	2.9: 1
Timnath	1,232	475	2.6:1
Johnstown	1,307	585	2.2: 1
Firestone	1,237	601	2.1: 1
Loveland	6,120	3,235	1.9: 1

(Source: Weld and Larimer County Assessor Parcels (tagged with a land use.), 2020)

WHAT WE HEARD FROM THE COMMUNITY

“Focus on sustainable industr[ies] and honor our agricultural heritage by being good stewards of the land.”

“Encourage the establishment of more locally-owned restaurants, breweries and retailers.”

“New commercial areas to build job opportunities and more diverse industry here so that families don’t have to rely on jobs in nearby communities.”

OPPORTUNITIES MOVING FORWARD

- Assess which industries to attract to existing and emerging commercial clusters to best support the community.
- Seek to balance larger, more intense commercial uses along the periphery of town and major corridors, while encouraging smaller, more local, “boutique” commercial uses in Downtown.
- Assess the desire and potential location for different industrial types (i.e. manufacturing end user goods) that may help promote local employment.
- Attract businesses and services to support senior residents.
- Identify ways to more holistically involve senior residents in community affairs



Transporting Goods and Services

Johnstown’s location adjacent to the I-25 and to a key Great Western Railroad (GWRR) interchange, gives the Town a strategic advantage for transporting goods and services across the region. More detailed information about Johnstown’s regional transportation is found on pages 24-27 of this document.

ACCOMPLISHMENTS SINCE THE LAST PLAN

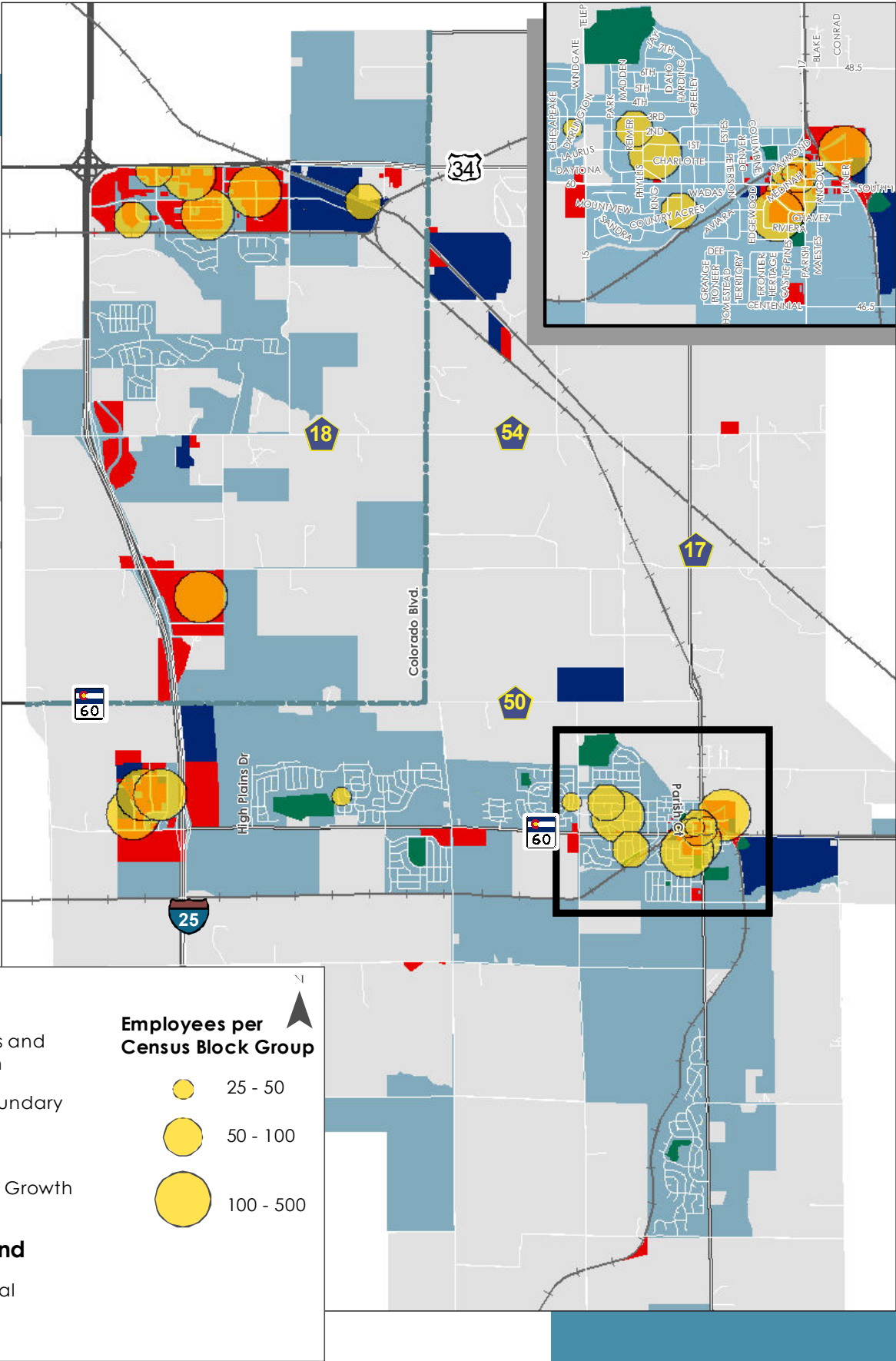
Consistent with the direction set in the 2006 Plan, the Town of Johnstown identified the 2534 area as a key location to capitalize on the market, transportation corridors, and the provision of utilities. The 2534/Johnstown Plaza project, located at the intersection of I-25, U.S. 34, and the GWRR, includes 600-acres of mixed-use development with a strong focus on big box commercial and multifamily residential uses. Its strategic location draws local and regional shoppers from Northern Colorado and beyond. In addition to its contribution to tax revenue, the 2534 area is appreciated by many in Johnstown as it allows for higher intensive uses on the periphery of town, while keeping low intensity and small scale uses in the Historic Downtown.

Despite this balance, growth and popularity of the 2534/Johnstown Plaza project brought some additional growth pressures to Johnstown’s Historic Downtown. From additional entertainment alternatives, to parking, amenities, and character concerns, residents asked for improvements to their valued downtown. To address these and other concerns, the Downtown Improvements Master Plan was developed in 2007.

Many elements of the 2007 Downtown Plan have been implemented including a major shift from diagonal to parallel parking along Parish Ave. resulting in increased sidewalk space with a complementary palette of site furnishings. Additionally, gateway signage was established near the north entrance to the downtown area. The plan called for redevelopment of the old Town Hall location which was completed as well with the construction of a new Town Hall south of Hwy 60 along Parish Ave.

Another accomplishment was the 2016 establishment and 2020 update of an Economic Development Incentive Policy in “to sustain the fiscal health of the community, promote employment opportunities and enhance the quality of life in the Town.” Based on long-term benefits that a business may bring to Johnstown, the Town has a list of potential incentives for interested business owners. To further this effort, the Town has budgeted for one staff member to be devoted to economic development activities to expand opportunities for new businesses and retain existing business in the Town.

The value that Johnstown places on its businesses was evident in relation to the 2020 global corona virus pandemic (SARS-CoV-2/ COVID-19). The Town Council responded swiftly with substantial grant funding (\$1 million) to help sustain local businesses.



MAP 3. EMPLOYMENT LAND USES

(Source: Logan Simpson, 2020)



HOW WE PLAY



FIGURE 16. NATURAL AREA ACRES  
(Source: Cotrex, Weld County Parcels, Comap (2020) and Johnstown Area Comprehensive Plan (2006))

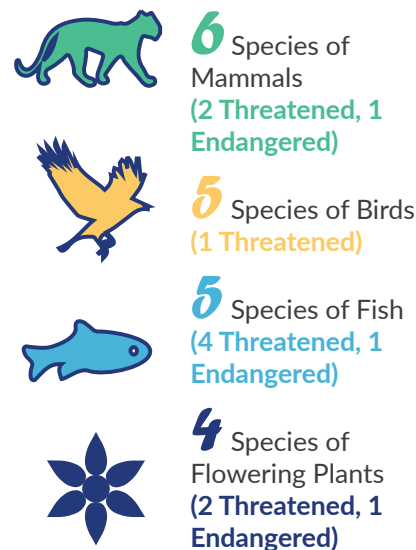


FIGURE 17. LARIMER AND WELD COUNTIES SPECIES  
(Source: U.S. Fish and Wildlife Service, 2020)



EXISTING CONDITIONS

Parks & Open Spaces

Johnstown’s eight public parks encompass 77 acres of public recreational land. This equates to 5.35 acres of public-dedicated recreational area per 1,000 residents. In addition, there are three private conservation easements in the GMA with the intent of maintaining natural areas. When comparing this level of service with other similar Colorado communities (Table 66) Johnstown’s level is lower. However, Johnstown does have an expansive growth area conducive to increasing the level of service with more parks and open space as it develops.

TABLE 6. PARKS AND OPEN SPACE ACRES/1,000 RESIDENTS COMPARISON

MUNICIPALITY	PARKS	OPEN SPACE
Mead	38.4	48.2
Greeley	7.0	5.7
Firestone	6.8	52.1
Loveland	6.4	56.8
Windsor	5.4	9.8
Johnstown	5.3	0

(Source: Comap, 2020)

An important distinction to make is that while “parks” are generally maintained by a municipality, metro district, or HOA for public access, open space is often state land or under a conservation easement, and public access can be limited. In fact, this is the case for the Johnstown GMA’s existing open spaces, which are under private conservation easements with no public access.

While some of Johnstown’s more traditional residential areas provide playgrounds and natural areas, some are dedicated to and managed by home-owner associations (HOAs). Newer developments in recent years tend to have common areas managed and owned by metropolitan districts. Open areas, parks, and trails managed by these entities are considered public areas.

Farmlands and Vegetation

The overall Johnstown community has historically been an agricultural community, based primarily on sugar beets and wheat. These two crops continue to be common today, in addition to others like beans, onions, alfalfa, and sunflowers.

As shown on Map 4, most of the undeveloped areas within Johnstown’s GMA, 48,636 acres, are in agricultural production. In 2020, in-town agricultural land decreased by approximately 325 acres (13% of total agriculture) due to new development construction.

Wildlife Corridors

Johnstown’s river corridors and irrigation ditches extend for approximately 86 miles through the GMA. These important habitats provide food and shelter to a host of wildlife. Approximately 75% of species known or likely to occur in Colorado are dependent on wetland and riparian areas. Therefore, it is important to continue to protect these corridors, particularly when they make up only about 1.5% of the State’s surface area (Colorado Division of Wildlife).

Another important habitat for wildlife species is farmlands. With approximately 4,461 acres of agricultural land within town limits and 19,700 acres in the overall GMA areas, many species depend on the food and shelter found in these areas, which are also often located along ditch corridors. (USDA Cropscape, 2019). With diminishing farmlands (6,500 acres less today than 10 years ago) and continued development pressures, it is important to address opportunities for conservation and protection of these lands for environmental benefits and to maintain the open and agriculturally-connected character of the town.

Trails

Today, within its GMA, Johnstown has 11 mile of existing public trails and 39 miles of proposed trails that will ultimately connect along the main river corridors—Loveland to Milliken and Berthoud to Milliken. Additional trails are envisioned for safe school access and along ditch corridors.

Indoor Recreation

As for indoor recreational facilities, Johnstown residents benefit from the new [Johnstown Community YMCA](#), built in 2020. The 70,000-square-foot facility is owned by the Town and operated by the YMCA of Northern Colorado. The “Y” houses a full service gym and pool, as well as a preschool and other fitness and wellness programs. Also, it has a lighted multi-sport field for local events. The Community YMCA is a membership-based facility that strives to support all residents; they offer [financial assistance](#) to those unable to afford the full fee.

More indoor recreation options are offered by the Thompson Rivers Parks & Recreation District (TRPR) that maintain six facilities across the Johnstown-Milliken area.

Both the YMCA and the TRPR District host events and provide health and fitness programs, recreational sports, and activities for all ages, from toddlers to seniors.



Johnstown Community YMCA  
(Source: Logan Simpson)



Glenn A. Jones, M.D. Memorial Library  
(Source: Logan Simpson)





WHAT WE HEARD FROM THE COMMUNITY

“Outdoor life is necessary to the mental and physical well-being of people. Also, we are Colorado and people love to enjoy the scenery here and the weather. Let’s make this an important part of the framework we are building.”

“We need dog parks,” and “parks that provide gathering and play spaces for all ages.”

“Would love to have safe trails off of 60 that connect our neighborhoods and schools together.”

“[Trails] need to be considered as a system”; “Alternative exercise equipment added to trails.”



Other Indoor Community Facilities

Part of the High Plains Library District and supported by the Town, the Glenn A. Jones, M.D. Memorial Library is frequented by Johnstown’s residents of all ages to borrow books, participate in interactive learning activities, or make use their print/copy services and meeting rooms. Also, Johnstown’s older adults (55+) benefit from the many helpful services offered by the Johnstown Senior Center. Older adults visiting or calling the center can get assistance and information on housing, social activities, nutrition, recreation, transportation, referral services, and community programs. The center also serves nutritious meals once a week.

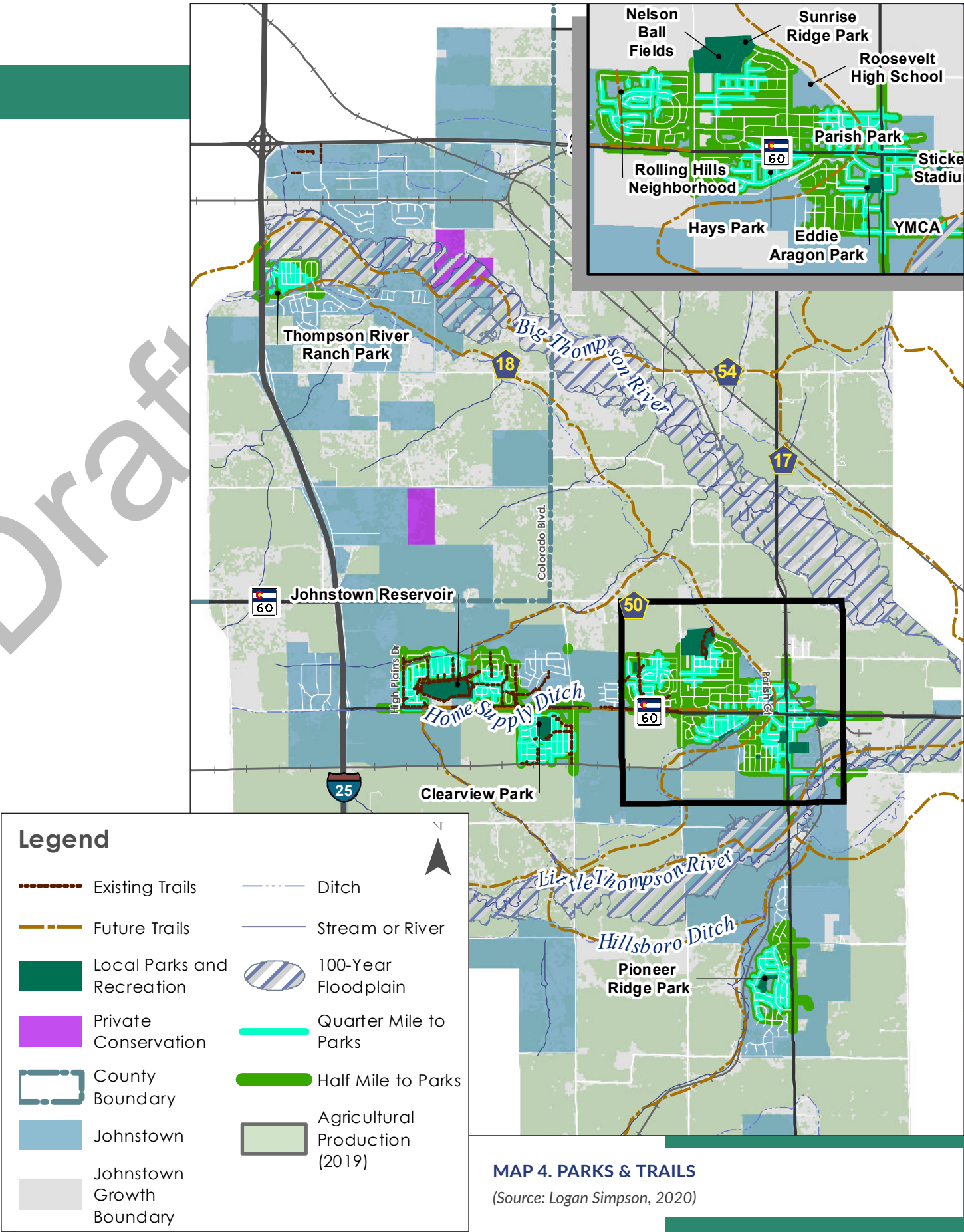
ACCOMPLISHMENTS SINCE THE LAST PLAN

In 2003, just three years before adopting the last Comprehensive Plan, Johnstown and Milliken collaborated to develop the Johnstown/Milliken Parks, Trails, Recreation and Open Space Master Plan with the intention to establish a road map for “nurturing the social and economic connection[s] by providing a safe, integrated physical connection via a trail system.” The plan proposed a trail network along with definitions and standards for four trail types: arterial transportation corridor trail, river corridor trail, neighborhood trail, and discovery trail. While the joint plan has provided much direction and resulted in trail enhancements, Johnstown’s residents find there are still many opportunities for improvements. Many comments received in the development of this Comprehensive Plan centered on the need for safe, adequate, and accessible trail connections.

Another Town accomplishment that has allowed Johnstown’s residents ‘to play’ is the construction of the new, state-of-the-art community recreation center, the Johnstown Community YMCA, discussed above. Opened in May 2020, local YMCA offers fitness, wellness, sports, and aquatics programs for all ages, as well as camps and education programs from toddlers to teenagers.

OPPORTUNITIES MOVING FORWARD

- Update the Parks Open Space and Trails Plan to identify needs for different types, sizes, and locations of parks and connections, and leverage new development and park dedication requirements. Part of this work could also involve working with the Colorado Division of Wildlife on understanding and protecting sensitive areas as well as ways to manage disruption to migration corridors, seasonal use areas, and keystone species from new development.
- Assess adding more direct trail connections between Downtown and the “2534” area.
- Explore ways to work with farmers and landowners to preserve the farming landscape and traditions valued by many in the community.



HOW WE MOVE

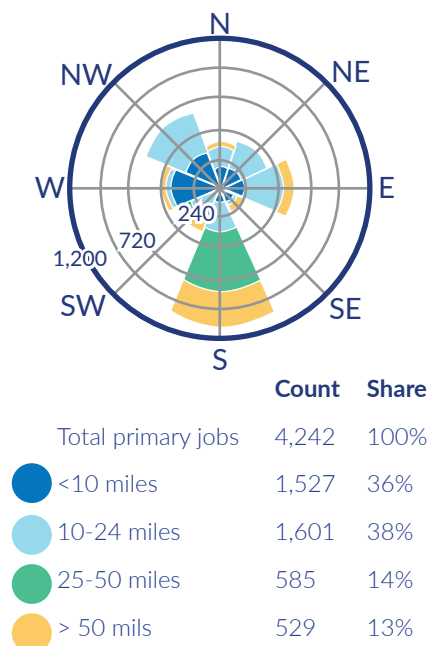


FIGURE 18. COMMUTING DIRECTIONS  
Source: On the Map, 2017

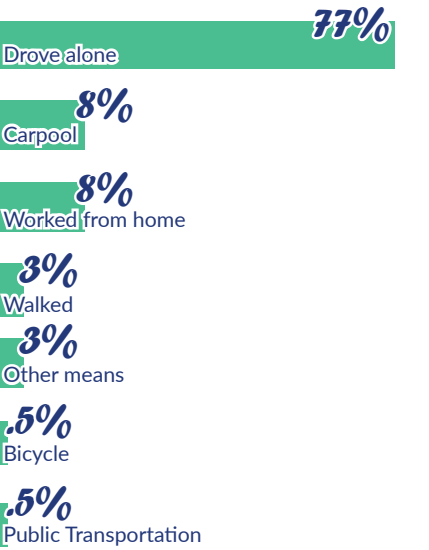


FIGURE 19. JOHNSTOWN'S RESIDENTS TRANSPORTATION TO WORK  
(Source: ACS, 5-Year Estimate, 2019)

EXISTING CONDITIONS

Time at the wheel

While the mean travel time for Johnstown residents who commute to work is 30 minutes (1 hour /day), 13% of residents spend 1 hour or more at the wheel each direction (2 hours/day.)

With 5,623 residents leaving town for work and 3,824 non-residents coming into town for work (on the Map, 2017), our local and regional transportation networks see a lot of traffic on a weekly basis. This situation is exacerbated when 79% of Johnstown residents drive alone to work.

Regional Roadways

Johnstown's location is mostly east of I-25, surrounded by neighboring communities, and adjacent to a Great Western Railroad interchange. This positions many area roads as significant regional connections to other North Front Range communities and the Denver metropolitan area. These regional roadways include I-25, US 34, SH 56, SH 60, SH 257, and SH 402. In the past several years traffic along the I-25 corridor and along US 34 have increased significantly. New developments in northwest Colorado, have brought increased traffic volumes to US 34.

Walking and Biking

Much of the existing inventory of walking and bicycle paths is thanks to the vision of the Johnstown and Milliken communities who collaborated in 2003 to develop a Parks, Trails, Recreation and Open Space Master Plan. Additionally, the Town's street design standards specify the width and surface for sidewalks and bikeways depending on the street type (i.e. arterial, collector, local, and on residential or commercial areas) and whether they should be attached to the main road.

Walk Score (Walkscore.com) offers an insight into a area's walking and biking conditions. This tool, initially developed for the real estate industry, assesses walking based on the distance to amenities such as schools, parks, and grocery stores; and biking, based on features such as bike lanes and trails, hills, road connectivity, and destinations. While Johnstown's neighborhoods around the historic downtown score better than those around 2534 area (Figure 20), the Town can find ways to improve walking and biking for residents overall. Community input has indicated a desire for enhanced walking and biking connections between neighborhoods, to downtown, and to the larger region, including safe routes to school.

Other Trails

Johnstown currently has 11 miles of trails and 39 miles of proposed trails. More detailed information around trail conditions can be found in the previous section, 'how we play'.

Railroad

The Great Western Railroad passes through the center and north of Johnstown. It has been in operation in the area for over 100 years. It was originally built to serve the Great Western Sugar Company and was also used as passenger rail from Loveland to Johnstown. While today, it is only used for commercial purposes, several groups are working on passenger rail solutions to mitigate current commuting and traffic issues.

Other Modes of Transportation

Alternative means for individuals to get around and beyond Johnstown (other than by driving a car) are currently limited. Some of the available options are:

- The CDOT managed Bustang bus has stops in Fort Collins and Loveland—transporting passengers to Denver for \$9-\$10 one-way trips (2020).
- Neighboring Park & Ride options (also managed by CDOT) at the intersection of I-25 and: US 34, SH 392, and SH 56.
- An appointment-based van service for elderly and handicapped residents and Transportation for the senior nutrition program, are both provided by the Weld County Area Agency on Aging.
- Additionally, there are three Park and Ride lots located along I-25 at interchanges (SH 56, SH 60, and SH 402) to facilitate car-pooling.

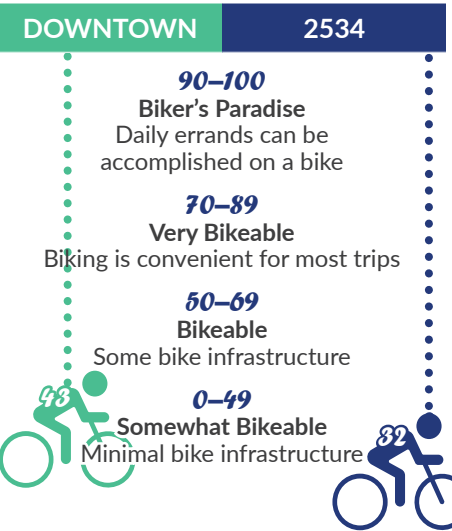
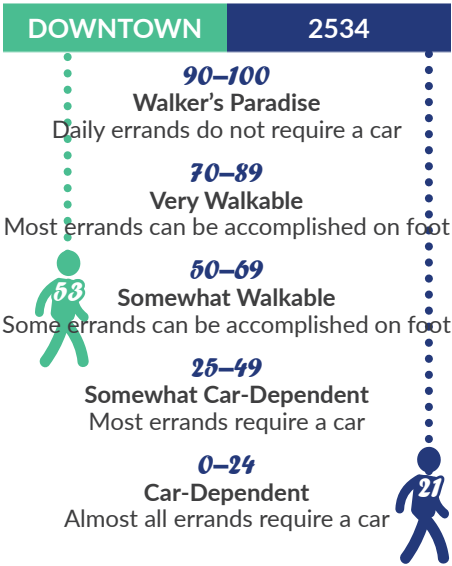


FIGURE 20. JOHNSTOWN WALKING (ABOVE) AND BIKING (BELOW) SCORES  
(Source: Walkscore.com, 2019)



WHAT WE HEARD FROM THE COMMUNITY

“Speed bumps put in on heavily-trafficked areas with children.” “Sidewalks should be a standard for common routes to schools.”

“More convenient and direct access to 2534 and Centerra from Downtown Johnstown and the growing residences around Hwy 60 and County Rd 13.”

“Have a local, small, daily bus that picks up on Parish or near the new rec center and takes you up near Scheels and vice versa.”

“Consider regional connectivity (Bustang, RTD, buses to Greeley, Fort Collins, Rail options, etc). Getting people out of cars is necessary.”

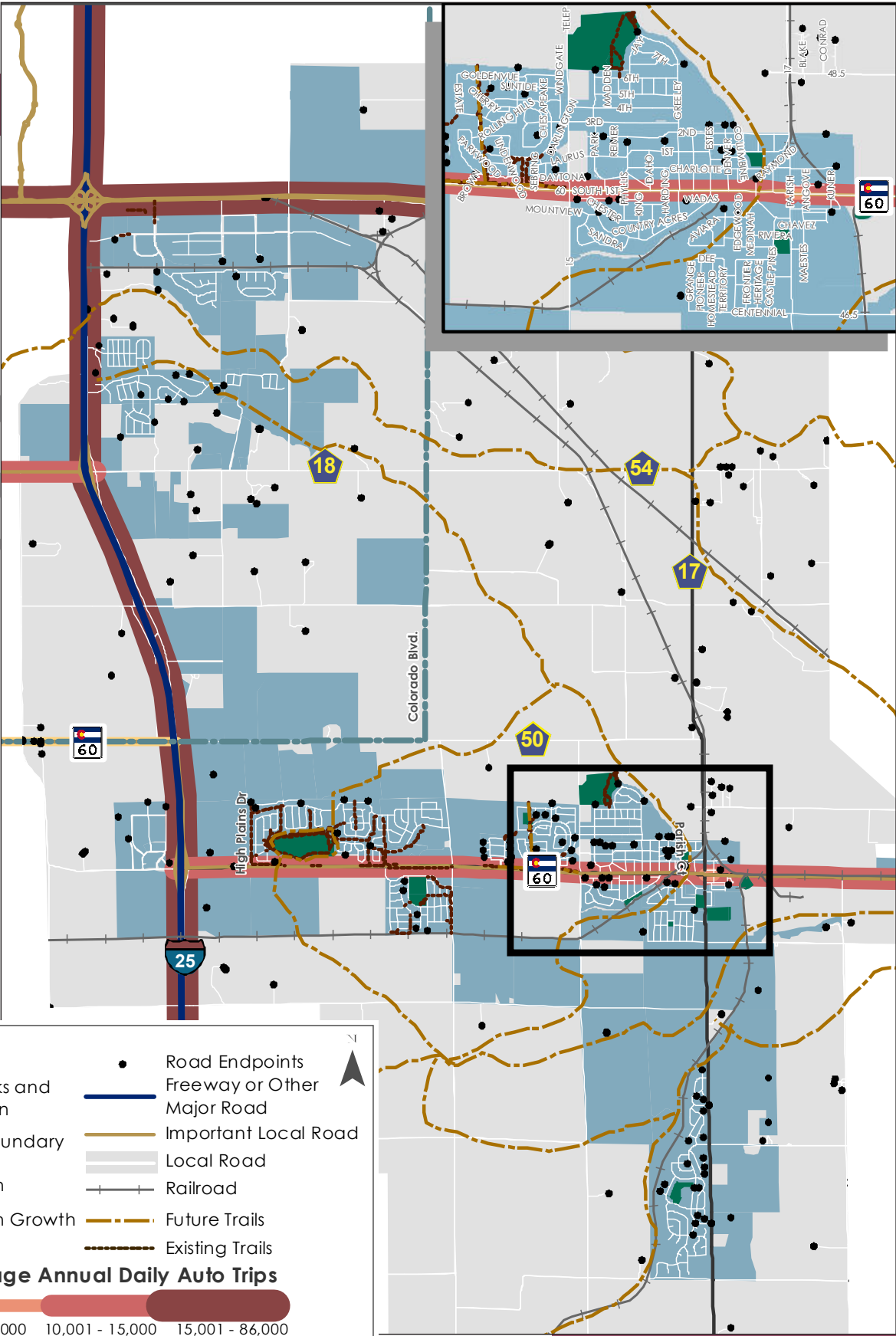


ACCOMPLISHMENTS SINCE THE LAST PLAN

Soon after adopting the last Comprehensive Plan, the Town of Johnstown started working on its Transportation Master Plan. Adopted in 2008, the Plan included a series of short (2008-2013), mid (2014-2020), and long-range (2021-2035) projects addressing intersection improvements, widening sections of roadways, constructing the I-25 parallel arterials, paving of county roads, and completing missing roadway links and railroad crossings. As development occurs, roadway, walk, and trail improvements are constructed by developers to address development’s impact on the transportation system.

OPPORTUNITIES MOVING FORWARD

- Residents of Johnstown currently rely primarily on cars for transportation (within and outside of town). However, Johnstown has the opportunity to provide additional multi-modal transportation services to encourage active transportation options and promote the community’s health, equity, and wellbeing.
- Residents have indicated connectivity as a major issue. Whether by car, bike, foot, or transit, traveling is made difficult by a lack of straight connecting roads, railroad tracks, and dead-ends. Reviewing trails, roads, and overpass connections will be important to keeping a unified community character.
- Given the high traffic count on Hwy 60 and its proximity to neighborhoods and schools, improving traffic safety and walking and biking paths along this road should be a top priority for the Town.
- Two of the Town’s guiding documents impacting transportation, the Street Design Standards (2004) and the Parks, Trails, Recreation and Open Space Master Plan (2003), were last updated almost 20 years ago. During the same time, the Town’s population has more than doubled. The Town has an opportunity to update these two documents and ensure they not only address today’s context and trends but also the resident’s strong desire for enhanced connectivity.



MAP 5. TRANSPORTATION ROUTES AND ROAD CLASSIFICATIONS

(Source: Logan Simpson, 2020)

HOW WE SERVE



Taste of Johnstown, 2019



BBQ Day, 2019



National Night Out, 2018

(Source: Town of Johnstown Facebook Page)

EXISTING CONDITIONS

Schools

The 3,872 Johnstown families are currently served by two school districts: Weld County School District RE-5J (Johnstown-Milliken) and Thompson School District R2-J, which also serve Loveland, Fort Collins, Milliken, and Berthoud. In January 2021, the School Board approved replacements for its one high school and one of the two elementary schools located in Johnstown, expanding capacities and facilities for the Johnstown student body. The other high school is being tuned into a future middle school.

Senior Center

The Johnstown Senior Center is another group resource for the community. The center offers seniors the opportunity to join friends and meet others through programmed events, support groups, exercise classes, games, and meals. The center also serves as a community meeting space.

Community Events

Community events take place largely in the warmer, summer months, and are organized by the downtown business community. The Town of Johnstown supports these events and encourages these and other gatherings that bring the community together and strengthens social ties. Johnstown community events are well attended and supported by the local and neighboring communities.

Johnstown Historical Society

In 1998, the Town of Johnstown and the Johnstown Historical Society began a cooperative effort to establish Johnstown's first museum by purchasing the historic Parish House (710 Charlotte St.) from a private seller. The Parish House was the last house built by Town Founders Harvey and Mary Parish in 1914 and is an important piece of Johnstown's history. The house has been restored to preserve the structure's integrity and currently hosts public exhibits and programs throughout the year. While owned by the Town, the Parish House Museum is run by the Historical Society. There are other buildings of historic significance in Johnstown, similar to the Parish House; however, the Town does not yet have an historic buildings inventory nor regulations to celebrate and protect this legacy.

Fire Districts & Police

Johnstown has and regularly reviews an IGA with two fire districts: the Front Range Fire Rescue Protection District and the Loveland Fire Rescue Authority. Johnstown has a dedicated Police Department which serves all of Johnstown. Additionally, the Larimer and Weld County Sheriffs' Departments support the unincorporated areas around Johnstown. All emergency responders in the area have agreements for mutual aid and prioritize responses to those closest and most able to respond quickly to ensure the best service possible.



Natural Hazards

The Big Thompson River floodplain runs from the northwest portion of the Town, where the river intersects I-25, east and south through the northern half of Johnstown, just north of the Thompson River Ranch neighborhood, and exiting the GMA around CR 19 and CR 48 ½. The Little Thompson River corridor and floodplain traverse the southern portion of the Johnstown GMA, southwest (near the Hwy 56/I-25 interchange), heading east and north to CR 19 and just north of Centennial Dr. (CR 46½). Both of these river corridors experienced severe flooding in 2013, which led to new regulatory floodplain Mapping by FEMA effective in 2021. Development and main transportation routes in these areas may be at risk during major flooding events. Town ordinances, as well as FEMA standards, require any development in the floodplain to provide documented elevations that elevate structures above the 1% (100-year) base flood elevation. The Town participates in the National Flood Insurance Program (NFIP) which provides the ability for homeowners to obtain flood insurance, and works closely with state floodplain officials to ensure timely updates to information.

Emergency Preparedness & Hazard Mitigation

The Town participates in preparedness planning with both Larimer and Weld Counties and the fire districts, who offer excellent resources for decision makers and the public. Both counties maintain Hazard Mitigation Plans that include all the municipalities and identify potential hazards and mitigation measures. They also each operate an Emergency Operations Center, from which coordinated efforts and responses can be executed.

Internet & Broadband

Johnstown's broadband coverage of 89% falls on the lower end of service coverage when compared to neighboring communities (Figure 21). Moreover, of the connected households in Johnstown, 19% have access to only one, or no, wired internet providers. Wired internet, as opposed to wireless internet, is the fastest and most reliable option. Johnstown's internet speed through current service providers is reported to provide at least 25 Megabytes per second (mbps), with average speeds dramatically fluctuating over time. In Johnstown, like in all of Colorado, internet reliability is linked to affordability. According to [Broadbandnow](#), Colorado is struggling to keep up with the rest of the U.S., only 3% of the state's residents have access to a standalone internet plan under \$60 per month.

On a 2020 election, Town residents voted to opt-out of SB-152. At the moment, the Town has partnered with neighboring towns to actively pursue an assessment of regional broadband options.



EMERGENCY PLANNING RESOURCES INCLUDE

Emergency alert systems on the radio, phones, and television.

Outdoor Warning Systems, particularly to warn for tornados.

Individual family preparedness guidance on emergency kits, and family plans.

Specific plans for vulnerable communities.

Pre-planning for evacuation, pre-identified disaster shelters, and practicing for various scenarios.

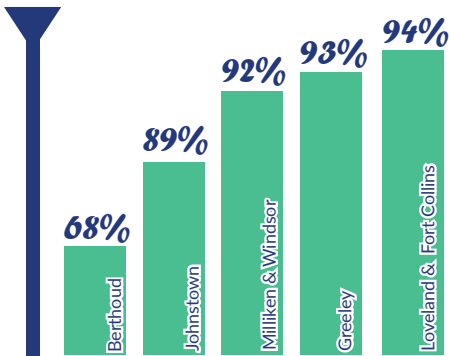


FIGURE 21. BROADBAND COVERAGE IN JOHNSTOWN AND NEIGHBORING COMMUNITIES

Source: Broadbandnow, 2020)



WHAT WE HEARD FROM THE COMMUNITY

“Enhance internet/ networking capabilities.”

“The success of vehicle trip reduction during the pandemic has hinged on the accessibility to work from home with reliable internet connection.”

“Water quality could be improved.”

Regarding historical preservation, we “need surveys, codes, reviews of demos, and exterior alterations, etc.”

“Encourage the use of electric vehicles with charging stations.”



ACCOMPLISHMENTS SINCE THE LAST PLAN

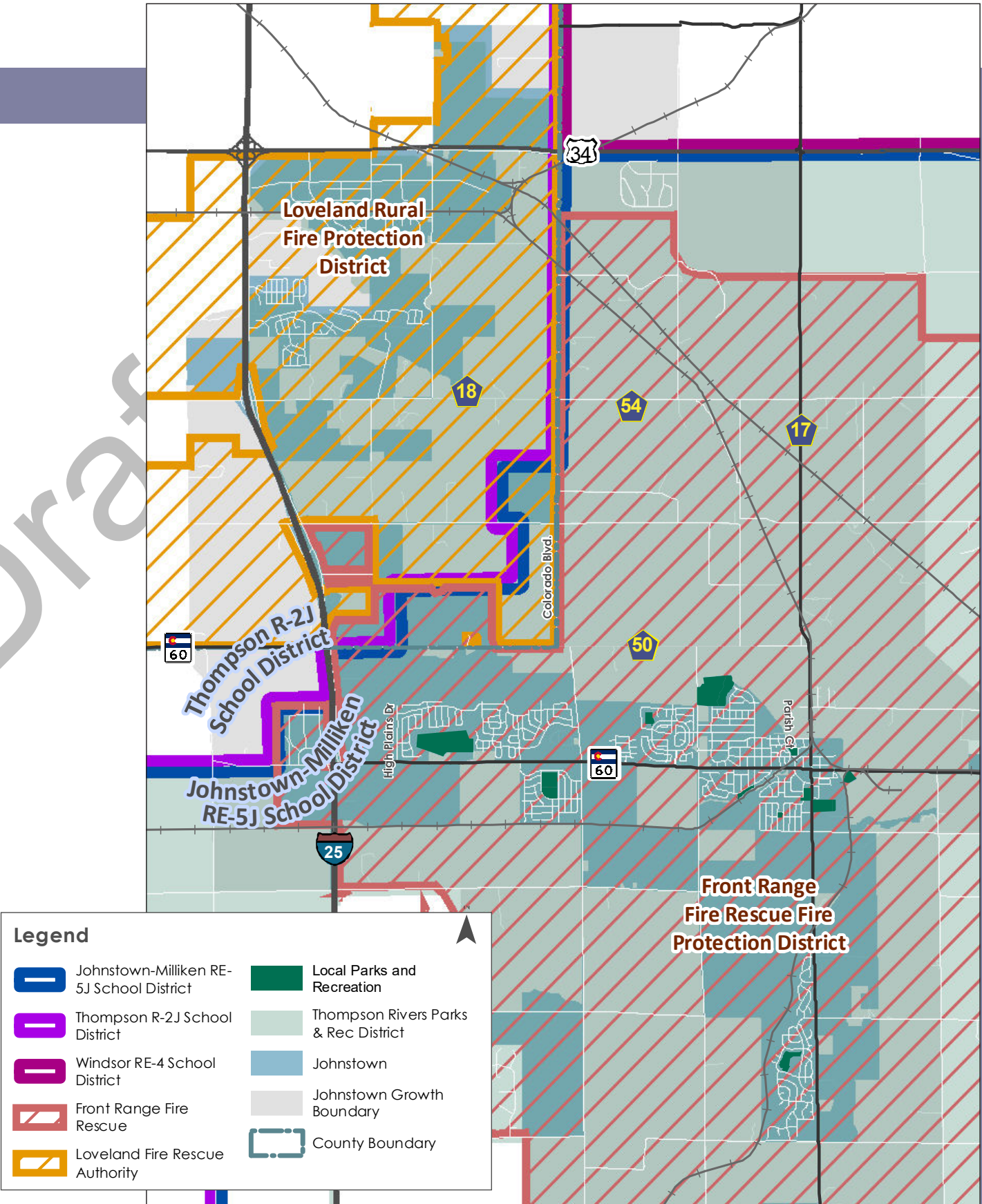
Weld and Larimer Counties developed their own Multi-Jurisdictional Hazard Mitigation Plan in 2016 and are in the process of updating them in 2020. The two plans outline the risks and mitigation strategies for municipalities under their jurisdiction. The Weld County Emergency Preparedness Guide is a separate document and provides an overview of disaster information as well as detailed tips to help people get started with individual emergency plans during and after a disaster.

As for local efforts, Larimer County recently completed a new regulatory floodplain Mapping project for large sections of the Big Thompson River, following the Federal Emergency Management Agency’s 2020 guidelines. The Town updates the Town ordinances, in conjunction with these updated studies, as needed.

OPPORTUNITIES MOVING FORWARD

- Develop regulations to honor and protect buildings of architectural and historical significance.
- Ensure that adequate infrastructure and facilities, such as roads, parks/ trails, services, water quality, and other utilities, are provided with new development.
- Discourage construction in and disturbance of the floodplain to protect wildlife and hydrological systems, and to minimize risk to life and property.
- Assess ways to improve internet connectivity for residents, not only enhancing business and school development but also overall communication for services to emergency response, making the town technologically competitive for decades to come.

Final Draft



MAP 6. COMMUNITY RESOURCES

(Source: Logan Simpson, 2020)





# CHAPTER 4: JOHNSTOWN TOMORROW

## OVERVIEW

This chapter is organized by the five Plan Elements. Each section highlights the overarching policies and the goals and strategies to steer the future of Johnstown.

- **Overarching Policies:** These are five clear and concise policy statements, one for each element, that set the stage for the day-to-day operations of Town Leadership, Staff, and other decision makers.
- **Goals:** There are 12 goals spread across the five overarching policies. Goals illustrate the desired future ideals the Town strives to achieve.
- **Strategies:** There are 60 strategies that outline the course of action to achieve the goals. Strategies are listed in more detail in Chapter 6: Implementation, where they are illustrated on a Implementation Table that includes the anticipated leaders, partners, and resources, among other considerations needed to achieve the goals.

As explained in Chapter 2: Foundation, efforts were made to ensure that each and every policy, goal, and strategy is consistent with the Plan’s Guiding Principle and Integral Themes, contributing to making Johnstown a more resilient, vibrant, and connected Town to live, work, and play.

### GUIDING PRINCIPLE

Johnstown celebrates our small-town heritage built from strong agricultural roots. We promote dynamic approaches to innovation and new trends while maintaining our quality of life. Johnstown is a resilient, vibrant, and connected community that offers diverse and inclusive opportunities for generations of residents to live, work, and play.

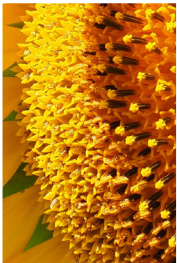


### THREE INTEGRAL THEMES



#### 1. Johnstown is Resilient

Johnstown’s culture, values, and mix of land uses, services, and natural amenities cultivate our high quality of life and adaptability as a resilient community.



#### 2. Johnstown is Vibrant

Johnstown is a vibrant community that leverages our walkable, historic downtown, and traditional neighborhoods, with new innovative commercial and residential areas, offering diverse opportunities to enjoy and create lively and thriving business areas, neighborhoods, and civic spaces.



#### 3. Johnstown is Connected

Johnstown provides a purposefully-designed and connected network of neighborhoods, transportation routes, events, services, and spaces to create a safe and inclusive environment for our diverse and growing community.





## WHERE WE LIVE

### Overarching Policy

Where We Live should be a safe and connected network of neighborhoods that offer all residents opportunities to live, work, and play in Johnstown.

### Goals & Strategies

#### GOAL L1 | ENSURE NEIGHBORHOOD CHARACTER AND AMENITIES CONTRIBUTE TO THE HEALTH AND WELLBEING OF OR DIVERSE RESIDENTS.

- L1.1.** Expand land use regulations to support the creation of complete neighborhoods with housing, employment, and services in close proximity. Ensure this effort involves collaboration with the Johnstown Housing Authority to identify and promote options for senior and low-to-medium income households.
- L1.2.** Require connectivity of street and trail networks into and beyond new development, ensuring connection opportunities for future development on adjacent undeveloped lands.
- L1.3.** Create a measurable standard to require affordability and universal design in a certain percentage of housing units within new residential developments. Alongside this effort, collaborate with the Johnstown Housing Authority to identify code updates and sources of funding to offer incentives, grants, or low-to-zero interest loans to retrofit homes in an affordable manner that promotes accessibility.
- L1.4.** Expand land use regulations to allow for alternative housing types such as cottage courts and ADUs that allow for development flexibility and contribute to increasing and diversifying the housing stock.
- L1.5.** Work with developers to build continuing care retirement communities ([CCRCs](#)) that provide housing and facilities to offer a continuum of care, from independent living to skilled nursing and memory care, allowing seniors to stay in the same community through different phases of the aging process. This effort should involve the Johnstown Housing Authority to include options for low-to-medium income seniors.
- L1.6.** Update land use regulations to address a balance of residential and non-residential development consistent with the Future Land Use Plan for developments of 40+ acres to create complete neighborhoods within and surrounding activity centers.

#### GOAL L2 | REVITALIZE AND MAINTAIN DOWNTOWN AS THE HEART OF THE COMMUNITY.

- L2.1.** Update Downtown Design Guidelines to reflect current community values and needs (e.g. enhanced streetscape, curbside management, and gathering places, among others); to promote the preservation, renovation, and adaptive reuse of historic structures; to review development requirements for downtown projects (parking, open space, landscaping, etc); and to provide clear regulatory guidance for decision-making. During this process, assess needs and opportunities to expand the Downtown streetscape to adjacent areas.
- L2.2.** Update land use regulations to encourage mixed-use structures and higher density housing types in and adjacent to the Downtown Area.

#### GOAL L3 | HONOR THE AGRICULTURAL HERITAGE OF THE JOHNSTOWN AREA.

- L3.1.** Engage in a study to assess agricultural preservation and conservation programs (e.g. easements, Transfer of Development Rights (TDR), etc.).
- L3.2.** Update land use regulations to encourage development to have agricultural elements and themes (e.g. orchards, community gardens, re-purposing agricultural structures, etc.) into their design. Alongside this effort, collaborate with new and existing neighborhoods, special districts, and other community partners to implement agricultural elements and themes in neighborhoods and facilities.
- L3.3.** Establish relationships and collaborate with local agricultural producers, community partners and the business community in order to create new opportunities to connect local residents with local agricultural products and to develop an Agricultural Day to raise awareness of and build pride for local agriculture.
- L3.4.** Promote awareness of the presence and use of farm vehicles, safe and accessible routes, and appropriate driving behavior in emerging areas of development with significant active agricultural lands.







## WHERE WE WORK & SHOP

### Overarching Policy

Where We Work and shop should capitalize on our historic downtown, agricultural heritage, and strategic location along the I-25 to cultivate businesses that can offer diverse jobs and services—strengthening our community resilience and maintaining our vibrant community character.

### Goals & Strategies

#### GOAL W1 | STRENGTHEN EMPLOYMENT CENTERS TO DIVERSIFY THE TOWN'S ECONOMIC BASE AND PROVIDE JOBS.

- W1.1.** Collaborate interdepartmentally to ensure flexibility in regulations that accommodate evolving economic trends and industries, and attract new business interests and investment (e.g. renewable energy, business incubators, artists/makers spaces, synergistic businesses, etc.).
- W1.2.** Assess incentives and business programs to attract and retain industries that provide high quality jobs (i.e. salaries and benefits) as well as needed goods and services to the community.

Some ideas suggested by the community are:

- Businesses and services for diverse age groups and needs.
- Destination businesses (e.g. microbreweries and dine-in galleries among others) that contribute to social gathering and recreation spaces.
- Businesses and partners that can help diversify and enhance Downtown options for restaurants, shops, and entertainment.

- W1.3.** Highlight and align economic development programs and tools to include opportunities for local agricultural, tourism, and recreation industries. This effort should also include working with local groups to develop, establish, and maintain a repository of available resources for interested parties to engage in agritourism activities.

#### GOAL W2 | BALANCE MORE INTENSE COMMERCIAL USES ALONG MAJOR HIGHWAY CORRIDORS WHILE HAVING NEIGHBORHOOD-SCALE COMMERCIAL IN THE DOWNTOWN AND THROUGHOUT THE COMMUNITY TO ENSURE CONVENIENT ACCESS TO JOBS, GOODS, AND SERVICES FOR ALL RESIDENTS.

- W2.1.** Analyze the potential impact and utilization of new incentive areas to encourage development and investment in key locations (i.e., URA, TIF, DDA), in collaboration with area businesses, owners, and other Town departments.
- W2.2.** Work with Downtown businesses, property owners, and residents to develop a strategy and design approach for Downtown that includes public improvements, encourages private investment, and favors home occupation businesses (that demonstrate that they will not have adverse effects on surrounding properties).
- W2.3.** Encourage appropriate, higher-density residential development in and adjacent to employment and commercial centers to enliven these areas, and provide options to live, play, and work in close proximity.







## WHERE WE PLAY

### Overarching Policy

Where We Play should incorporate natural and cultural values to develop and support year-round recreational opportunities that are inclusive of and accessible to all and that contribute to the health and wellbeing of our diverse and growing community.

### Goals & Strategies

#### GOAL P1 | ENHANCE, MAINTAIN, AND INCREASE RECREATIONAL SPACES AND AMENITIES TO BE ENJOYED BY ALL AGES AND ABILITIES.

- P1.1. Review and update the Parks, Recreation, Open Space and Trails Plan.
- P1.2. Develop an ADA and community informed checklist for the review, maintenance, and update of Town parks and ensure priority projects are included in the Town's Capital Improvements Plan.
- P1.3. Develop a Multi-Purpose Regional Park Master Plan.
- P1.4. Establish standards for the consistent integration of thematic and educational elements in the design of recreational areas and trails. Some considerations suggested by the community are: having signs and markers that identify species, farms, floodplains, etc.
- P1.5. Assess opportunities to take advantage of local water features (i.e. Big Thompson and Little Thompson Rivers and the Johnstown Reservoir) for diversifying recreation options —to provide fishing and non-motorized water sports, among other activities.
- P1.6. Update land use regulations to incorporate pocket parks and natural areas in all commercial and employment centers to create public spaces and to offset environmental impacts, ensuring continuity of parks, trails, and open spaces wherever possible.
- P1.7. Assess opportunities, partnerships, and funding to prioritize the acquisition and/or conservation of key open space and greenway corridors, including those shared with neighboring municipalities.
- P1.8. Update land use regulations to facilitate improvements to Downtown public spaces that create inviting and flexible gathering options and that support year-round cultural and entertainment activities.
- P1.9. Create an advisory group for community members to contribute to parks and recreation planning ensuring efforts are consistent with community desires.



### WE PLAY EVERYWHERE...

*While the list of goals and strategies for Where We Play may seem short in comparison to other elements, all other elements (where we live, work, and shop, and how we move and serve) address the importance of recreational spaces and amenities, including the connectivity of neighborhoods and trails, increasing safety for non-motorized travelers (pedestrians and bicyclists), and protecting natural assets, among others.*





## HOW WE MOVE

### Overarching Policy

How We Move should rely on safe and inclusive multi-modal transportation options that connect residents and visitors with each other and to jobs, services, and recreation opportunities within and beyond town boundaries.

### Goals & Strategies

#### GOAL M1 | PROVIDE AN EFFICIENT, SAFE, AND COMPREHENSIVE TRANSPORTATION SYSTEM INTEGRATING MOTORIZED AND NON-MOTORIZED TRANSPORTATION OPTIONS.

- M1.1.** Regularly update the Transportation Master Plan to reflect changing needs and trends and to include a bike and pedestrian circulation plan as well as the efficient integration of micromobility.
- M1.2.** Collaborate with the community to find and implement strategic and planned solutions to connect road end points to key destinations.
- M1.3.** Collaborate with railroad and irrigation ditch companies to enhance existing and create new pedestrian connections while honoring the historic character of the rail lines and the irrigation ditches.
- M1.4.** Conduct a tandem analysis and update of the Street Design Standards (consider Larimer County Urban Area Street Standards (LCUASS)); the Transportation Plan; and the Parks, Recreation, Open Space and Trails Plan to ensure updated strategies are coordinated with each other.
- M1.5.** Update land use regulations to include requirements for bike lanes and multi-modal trails to ensure connectivity with current and future development—within and adjacent to Town boundaries. Alongside this effort, analyze options to expand impact fees to support multi-modal transportation options.
- M1.6.** Work with Town leadership to develop a clear and strong ‘elevator pitch’ to ensure the safety of roads frequented by pedestrians (Downtown, near schools, in neighborhoods, and along SH 60) is a to be a top priority in all transportation and development discussions and planning.
- M1.7.** Update land use regulations to incentivize or require parking lots for high density and non-residential uses to incorporate EV charging stations.

#### GOAL M2 | ALIGN TRANSPORTATION AND ECONOMIC EFFORTS TO SUPPORT AND PROMOTE THE LOCAL ECONOMY.

- M2.1.** Conduct a feasibility study to assess opportunities and funding options for a local shuttle or micro-transit service to connect residents and visitors to local destinations (e.g. from Downtown to 2534 area and vice versa).
- M2.2.** Assess and update sign design standards (consider Tourist-Oriented Development signage—blue signs) for major corridors and activity centers to ensure high quality, cohesive, and compatible designs that promote local businesses and reduce the need for large signage.

#### GOAL M3 | BUILD AND STEWARD PARTNERSHIPS TO COLLABORATIVELY ADDRESS TRANSPORTATION IMPROVEMENTS OF REGIONAL IMPACT.

- M3.1.** Collaborate with regional agencies and neighboring communities to develop and maintain a transportation system that separates different modes of transportation (e.g. vehicular, bicycle, equestrian, pedestrian, etc.) and that enhance connectivity and safety of shared trails.
- M3.2.** Work locally and with adjacent jurisdictions to reduce trail gaps by prioritizing the construction of proposed trails and sidewalks that create needed connections for people to actively and safely move within and beyond town boundaries.
- M3.3.** Identify partnerships and resources for participating in the Safe Routes to School program.
- M3.4.** Work with the community to improve seniors’ transportation options (consider the [NFRMPO One-Call One-Click Center](#)).
- M3.5.** Identify partnerships and resources for joining existing and emerging North Front Range public transportation services and projects.
- M3.6.** Identify partnerships with joint funding that subsequently allow the Town to annex appropriate county roads into the Town and upgrade and realign as needed for the most efficient regional transportation system possible.
- M3.7.** Collaborate with CDOT to proactively and efficiently address traffic volumes, intersections, points of access, and overall safety on SH 60 and US 34.
- M3.8.** Leverage the I-25 designation as an [Alternative Fuels Corridor](#) to plan for the provision of EV infrastructure at interchanges.
- M3.9.** Proactively work with area railroad groups to coordinate safe and appropriate rail crossings for current and future transportation needs.







## HOW WE SERVE

### Overarching Policy

How we serve should provide an efficient and consistent level of public services and amenities that are conducive to making our town resilient, vibrant, and connected.

### Goals & Strategies

#### GOAL S1 | DIRECT COMMUNITY GROWTH IN A MANNER THAT WILL PROVIDE FOR THE EFFICIENT AND EFFECTIVE EXTENSION OF PUBLIC SERVICES AND FACILITIES.

- S1.1. Develop a monitoring and reporting system across all Town departments to ensure efficient upgrades and extensions of utilities and services (water, sewer, stormwater, streets, sidewalks, parks) and private service providers (cable, Internet, phone, recycling) that meet a fair rate structure.
- S1.2. Host regular meetings with school, fire, and parks districts to collaborate on upgrades to existing facilities and on securing locations for new facilities.
- S1.3. Continue encouraging the community-scale development of health services for diverse age groups and needs (e.g. Day Care Centers for medically compromised persons).
- S1.4. Create an implement a consistent design theme for new and existing Gateways.

#### GOAL S2 | ENSURE TOWN PLANNING EFFORTS AND INVESTMENTS ARE SUSTAINABLE AND CONTRIBUTE TO THE COMMUNITY'S QUALITY OF LIFE.

- S2.1. Pursue more regional, state, and federal grant opportunities and seek grant writing assistance to capitalize on the many and much needed funding opportunities.
- S2.2. Prioritize public and private partnerships and appropriately located and designed development proposals that maximize positive fiscal impacts and contribute to this Plan's guiding principle.
- S2.3. Collaborate with neighboring towns to enhance connectivity with adjacent existing and future developments for the efficient development of utility infrastructure and emergency response.
- S2.4. Identify and pursue local and regional projects for the improvement of public services, including alternative and multi-modal transportation options and other technological advancements (e.g. broadband, small cell connectivity, advanced metering, electric vehicles, etc.).

S2.5. Leverage public engagement opportunity to educate on, discuss, define, and prioritize sustainability goals. Once goals are established, ensure their alignment across all Town efforts. Along this effort, promote water conservation approaches and practices in the community.

S2.6. Assess community desire to update land use and building codes that would require (or incentivize) development to meet updated quality, sustainability, and infrastructure standards (e.g. universal design, green and solar infrastructure, radon mitigation, etc.). Alongside this effort, investigate override of PUD and HOA documents to allow the use of and retrofits for environmentally friendly infrastructure.

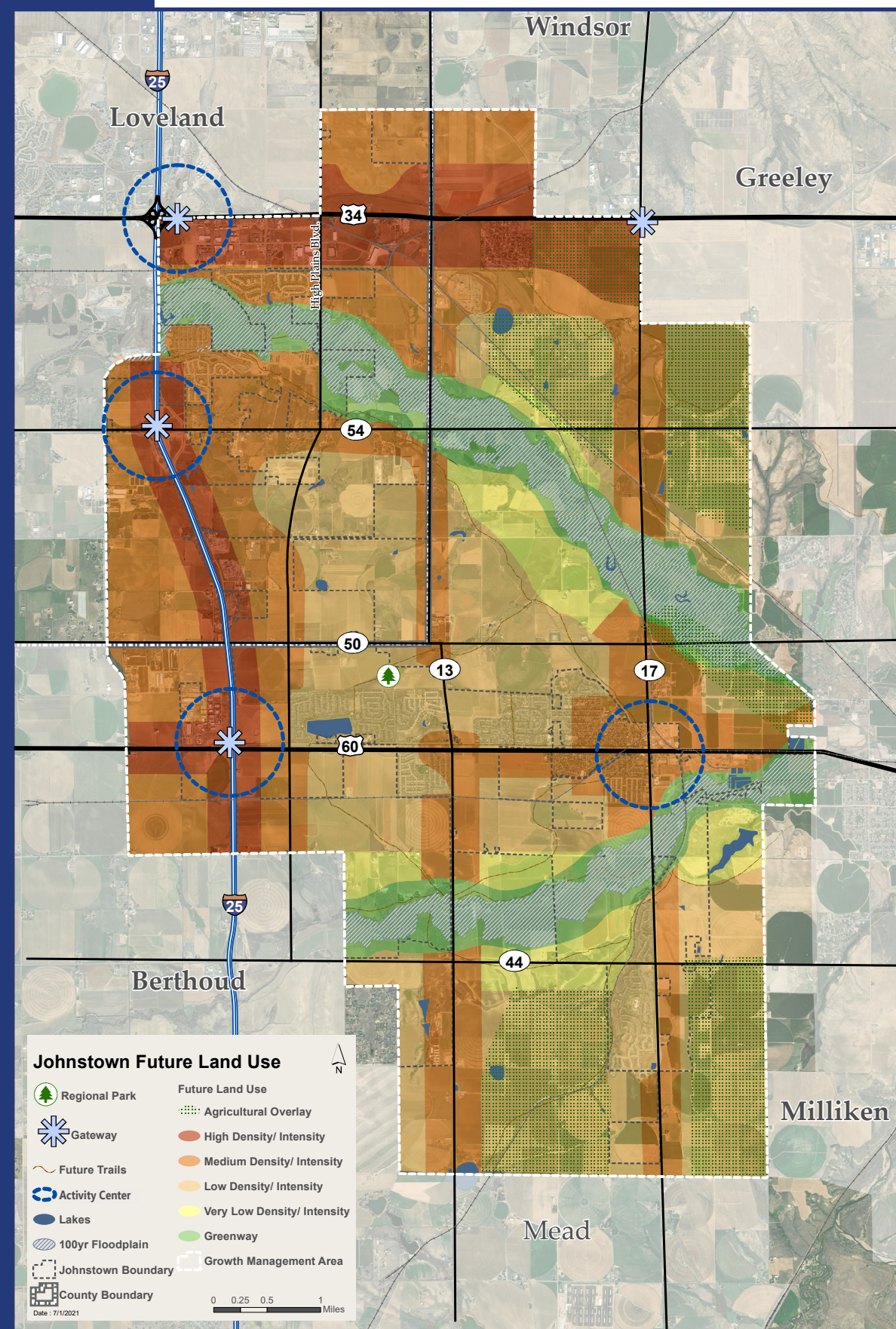
S2.7. Collaborate with local and regional schools to create a civic leadership curriculum and internship opportunities for individuals of all ages to learn about and contribute to Town affairs and to cultivate a community of leaders. Alongside this effort, work with the community to create a Community Corps of volunteers that can support community efforts.

#### GOAL S3 | ENSURE ALL DEVELOPMENTS IS IN BALANCE WITH THE NATURAL ENVIRONMENT.

- S3.1. Identify and geographically define natural hazards and sensitive areas and recommended setbacks or mitigation to more appropriately incorporate these areas into planning efforts (e.g. hazard mitigation, environmental conservation, recreation and access) and to reference them in development reviews.
- S3.2. Update zoning and subdivision standards to minimize disruption and development within regulatory wetlands and the floodplain.
- S3.3. Work with the community to facilitate the formation of an emergency planning group (including public works, emergency responders, and interested community members) to conduct regular meetings.
- S3.4. Update zoning and subdivision standards to include right-of-way landscaping requirements that use green infrastructure—to protect, restore, and mimic the natural water cycle.
- S3.5. Assess opportunities to protect vital viewsheds along major corridors to highlight Johnstown's unique natural features (e.g. rivers, mountains, protected agricultural lands, etc.).
- S3.6. Assess current lighting code requirements and consider upgrading it to encourage Dark Sky approaches—for the efficient and safe utilization of outdoor lighting technologies with minimal disruption to the environment.









## HIGH DENSITY / INTENSITY (HDI)

### INTENT & DESIRED CHARACTER

A High Density / Intensity area (HDI) will be generally characterized by a high percentage of non-residential uses, with some residential possibly integrated into larger development areas. These HDI corridors and nodes will accommodate and experience larger volume of traffic and be located along busy arterial and highway corridors, and especially at interchanges and intersections.

These areas are intended to provide high-quality, high-visibility locations for retail, office, and employment activities, with some light industrial uses that can appropriately mitigate impacts and contribute to the employment base. These areas will have taller, larger-scale structures, a wider span of business hours, large parking areas, and a mix of uses that create economic synergies. Gathering spaces, entertainment venues, and walkable and enjoyable retail areas may be located adjacent to larger “big box” retailers. Town Gateways will also benefit from these HDI locations where most travelers may first be made aware that they are in Johnstown.

While HDI areas are largely served by vehicular transportation with speeds of 35 mph or more, these areas may also serve as ideal locations for transit facilities, and multi-modal trails that allow cyclists and pedestrians to safely connect to the services offered from neighboring residential areas. Residential may be integrated into mixed-use structures, or be provided as stand-alone complexes, whereby residents can easily access employment, entertainment, and shopping opportunities, as well as the nearby transportation network and any transit facilities.

### DESIRED FEATURES

#### Uses:

Mix of commercial, employment, and higher density residential uses to enliven the area.  
Active and attractive streetscape along major corridors, with parking shared among multiple uses, and situated to the sides and rear of development to better accentuate the businesses and entryways.  
Signage that is master planned for larger development for consistency and aesthetics.

### RECOMMENDATIONS

#### Density Range:

No maximum.

#### Intensity:

Given range of uses, no specified floor-to-area ratio.

#### Approximate Land Use Balance:

80+% non-residential to a maximum of 20% residential.





## MEDIUM DENSITY / INTENSITY (MDI)

### INTENT & DESIRED CHARACTER

A Medium Density / Intensity area (MDI) will generally be characterized by a more balanced, and wider-ranging mix of land uses – incorporating walk-up apartment buildings, townhomes, small lot (3,500-5,000 SF) attached and detached single-family housing, in close proximity to neighborhood-scale shopping, personal services, restaurants, small medical facilities, and facilities such as libraries and recreational centers. Medium Density / Intensity areas may also occur along arterials and other major corridors, and may serve as the next layer away from the High Density / Intensity areas they may neighbor, as a transition to lower density neighborhoods. MDI's will offer complete neighborhoods with a diversity of shops and services, including schools and civic facilities, within walking or biking distance from residential areas; and offer good walking connections along with larger-scale multi-modal trails.

Commercial uses may be developed as stand-alone sites or be grouped in small 10 to 20-acre centers or campuses. Johnstown's Downtown would be ideal for this level of development. Reuse and redevelopment of existing structures may occur, with historic residences and structures changing to offices, boutiques, or personal services with alley-served parking. Commercial centers in an MDI will feature more walkability, perhaps offering covered arcades or awnings, pedestrian-scaled signage, shade trees and nice landscaping that helps slow traffic and break-up parking areas, and enjoyable outdoor spaces to gather. Rooftop and sidewalk patios, along with courtyard plazas offer patrons enjoyable places to meet and eat, gather and chat with friends.

Residential neighborhoods will provide a range of housing options and provide street and trail connections to adjacent neighborhoods. Housing will be encouraged to provide porches that extend closer to the sidewalks, and garages that are alley-loaded or setback to offer a safer, slower, and more interesting streetscape. Future considerations may include accessory dwelling or carriage house units to increase affordability and diversity. These are great neighborhoods to encourage and accommodate a diversity of lifestyles and income ranges, and allow active-agers to remain in Johnstown once larger family homes and yards may be less desirable.

### DESIRED FEATURES

Mix of neighborhood-scaled commercial and civic areas with moderate density residential.

Attractive streetscape along major corridors, more suburban-style development, and walkable, pedestrian scale commercial areas that connect to adjacent neighborhoods.

Signage is pedestrian-scale along walking areas. Along streets, signs are monument-style or master-planned for larger development for consistency and aesthetics; large signs would serve as multi-tenant or development-scale monumentation and entry features.

### RECOMMENDATIONS

#### *Density Range:*

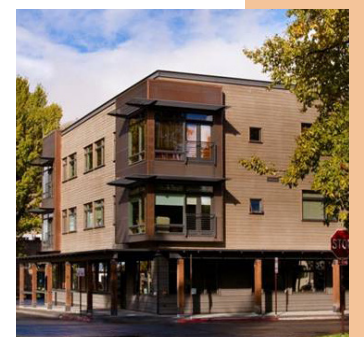
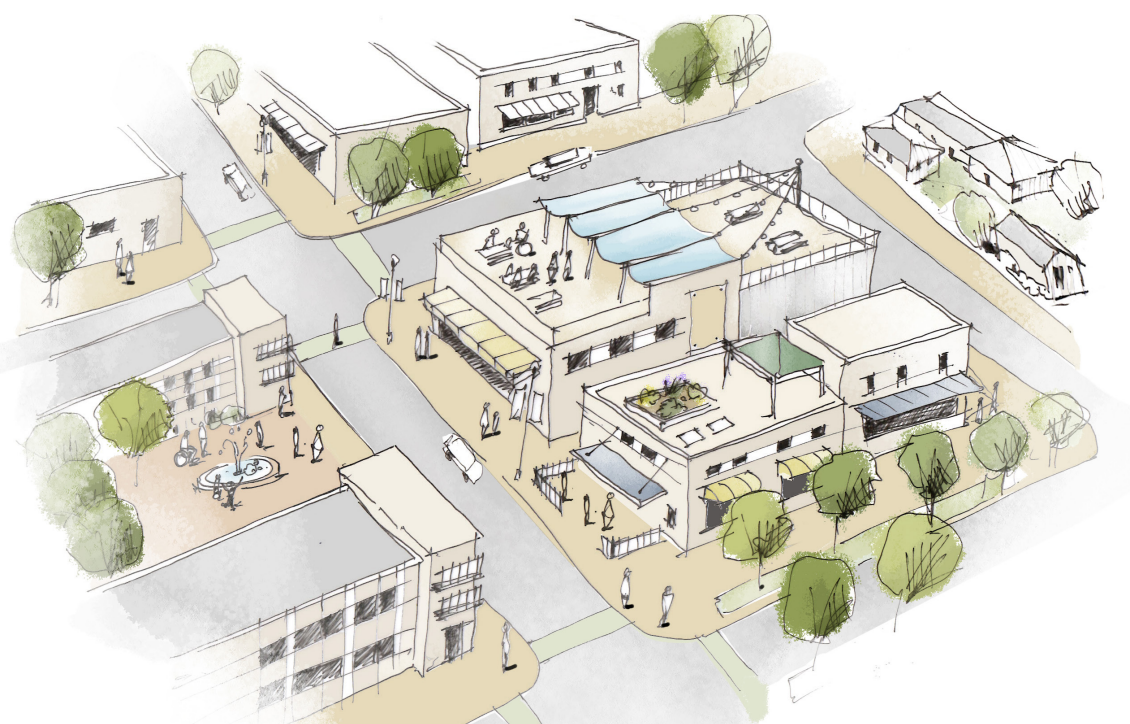
5-16 DU/Acre.

#### *Intensity:*

Max of 4 stories, 70% lot coverage, 20-foot setbacks from roadways with screened parking areas.

#### *Approximate Land Use Balance:*

30-40% non-residential to 60-70% residential uses.





# LOW DENSITY/ INTENSITY

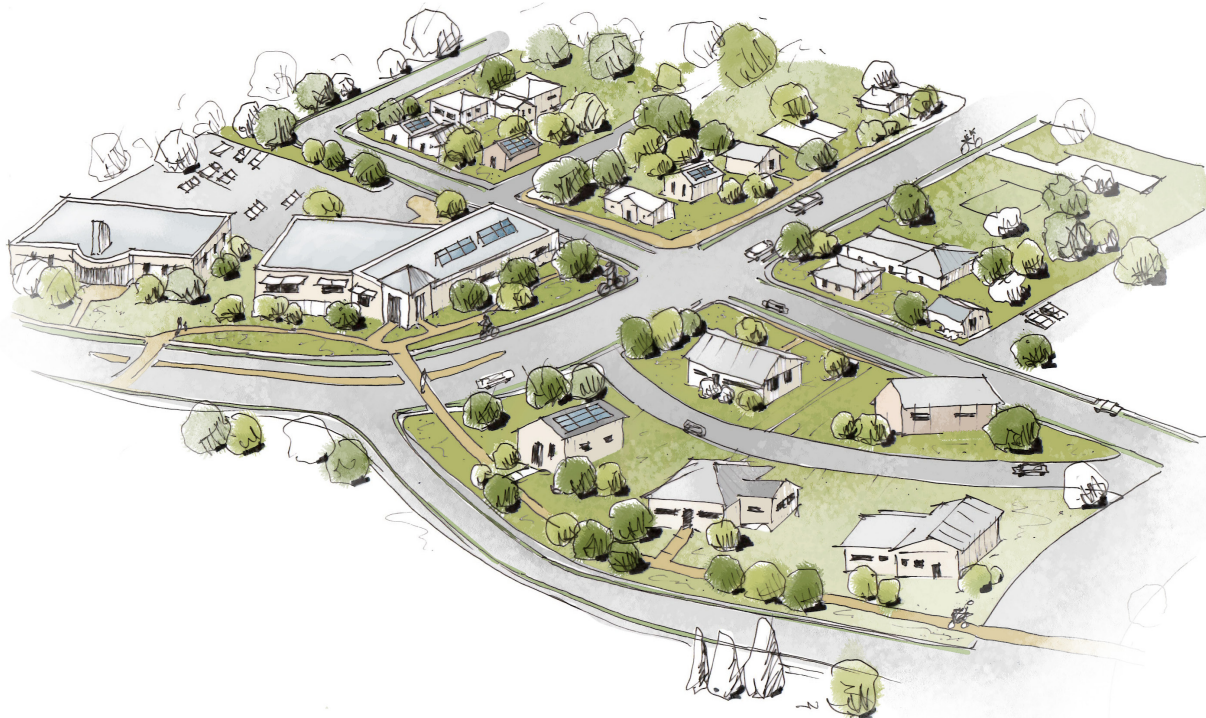
## INTENT & DESIRED CHARACTER

A Low Density / Intensity area (LDI) will be generally characterized by a higher percentage of residential, predominantly lots for single-family detached homes, with some lower-density townhomes or duplex/patio homes. Commercial will be less prominent and focused on neighborhood-level services such as a convenience store, gas station, dance/ karate studio, auto shop, salon, or restaurant, and civic uses (parks, library, schools).

Low Density / Intensity areas will occur along collector and local street corridors, and are likely to be adjacent to MDI and HDI areas, which serve to buffer LDIs from major street corridors and busier commercial areas. LDI's will strive to offer complete neighborhoods with easy access to neighborhood services, parks, schools, and be connected to adjacent neighborhoods and multi-modal corridors with trails and walks.

Commercial areas in LDIs will feature smaller building footprints ( $\pm 3,000$ -30,000 SF), and be focused on providing smaller-scale retailers and services aimed at serving the immediate neighborhood and community, with more walkability and attractive landscaping that helps slow traffic and break-up parking areas, and enjoyable outdoor spaces to gather. Sidewalk patios and plazas offer patrons enjoyable places to meet and eat, gather and chat with neighbors. The commercial uses may occur in small commercial centers with multiple businesses, with cumulative commercial areas of around 100,000 SF.

Residential neighborhoods will provide multiple housing and lifestyle options within a more suburban setting. An LDI neighborhood may utilize winding internal streets and cul-de-sac configurations; perimeter fencing and landscaping for buffers, pocket parks and playgrounds within neighborhoods, connected to a trail system. These provide another great solution for integrating a range of lifestyles, incomes, and ages into a neighborhood.



## DESIRED FEATURES

Streets and spaces support lower volumes of vehicles and people, with most homes and driveways accessing from local streets.

Attractive streetscape is presented along major corridors, with a more suburban-style development dominated by residential, but still allowing commercial uses and centers for small-scale uses that directly serve nearby neighborhoods and local residents.

Signage is pedestrian-scale along walking areas. Along streets, signs are monument-style or master-planned for commercial centers, and/or with adjacent neighborhoods, for consistency and aesthetics.

### Density Range:

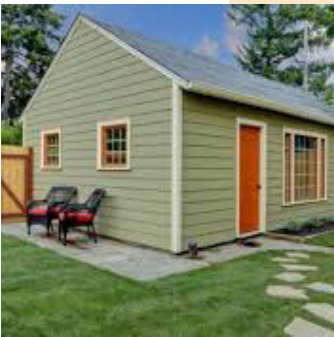
4-10 DU/Acre.

### Intensity:

Maximum of 3 stories, 70% lot coverage, 20-foot setbacks from roadways with screened parking areas.

### Approximate Land Use Balance:

15-20% non-residential to 80-85% residential uses.





# VERY LOW DENSITY/ INTENSITY

## INTENT & DESIRED CHARACTER

Very Low Density / Intensity areas will typically develop adjacent to more natural corridors of floodplains, rivers, reservoirs, prime agriculture conservation, bluffs or highly-sloped area, and other natural features to better accommodate and allow the unique features to be integrated into the design of the development.

These neighborhoods and areas will be generally characterized by a mixture of larger-lot, estate-style residential, integrated with clusters of lower-density townhomes and duplex/patio homes to create additional housing opportunities, while conserving the natural features these VLDI areas are intended to integrate with and protect. Cluster-style development allows a mix of housing types, adjacent to expansive open spaces and natural areas intended to buffer these features from more intensely-developed areas.

The Town would expect to see low volume streets, open-style fencing, trails that connect through the neighborhood, and a more native/natural landscape and plant mix. VLDI's will rely on adjacent neighborhoods and corridors for access to services, parks, schools, and nearby services.



## DESIRED FEATURES

- Streets and spaces support low volumes of vehicles and people, with all homes and driveways accessing from local streets.
- Significant open space and natural area conservation through the use of cluster development or specific building envelopes on estate lots.
- Open rail fencing, natural grasses and landscape elements, protected natural features.

**Density Range:**  
1-2 DU/Acre.

**Intensity:**  
Maximum of 2 stories, building envelopes clarifying setbacks and intensity of development.

**Land Use Balance:**  
100% residential uses





ACTIVITY CENTERS

INTENT & DESIRED CHARACTER

Activity centers have been identified as strategic areas that support local and regional transportation networks, living, employment, recreation, and services. These areas are intended to be mixed-use centers that make a highly efficient use of space by offering high-density residential areas supported by a diversity of shops and services and a vibrant public realm.

Activity Centers continue to develop at highway interchanges, Downtown, and generally in conformance with other characteristics of a High Density / Intensity area. While three of the four activity centers are located along the I-25 corridor making them convenient for motorized travelers, these centers should also connect to the Town’s trail network, facilitating and encouraging active modes of transportation, and enhancing recreation opportunities for the community. These centers are ideal opportunities for the Town to consider future transit or other transportation services, and connections to nearby systems.

DESIRED FEATURES

See High Density / Intensity category.

**Density:** No maximum.

**Intensity:** No specified floor-to-area ratio.

**Approximate Land Use Balance:** 85-90% non-residential to max 15% residential uses.



GATEWAYS

GENERAL LOCATION

At key, high traffic entrance points.

INTENT & DESIRED CHARACTER

These are unique entrances into Town. Gateways are intended to define our community –both in terms of physical limits and identity, to welcome residents and visitors, and to slow traffic well outside Town limits.

These gateways should be designed and landscaped to create cohesive, attractive, and celebratory landmarks that pay homage to Johnstown’s character and values.

Activity Centers



Gateways





INTENT & DESIRED CHARACTER

This designation is primarily intended for floodplain areas, as established by the adopted FIRM/FEMA maps and studies. These areas are natural areas for flooding—to capture and channel stormwater in large storm events, offer high habitat and ecosystem value, and should be avoided when considering areas for new development or redevelopment to protect life, property, and natural assets. These areas offer opportunities for conservation of natural areas and landscapes, as well as low impact recreational trails. Greenways may also be located adjacent to irrigation ditches, reservoirs, wetlands, and other ecologically-significant areas.

The greenway/floodplain areas include natural open space, trails, and river access. While sections of this land use may be on private land, efforts should be made to increase and maintain public access and to enhance connections for regional recreation and wildlife movement.

Uses:

Passive recreation.

Density:

N/A.

Intensity:

N/A.



INTENT & DESIRED CHARACTER

This agriculture preservation overlay represents areas identified by the United States Department of Agriculture (USDA) as prime for agriculture. As a “Right to Farm County”, Weld County recognizes the importance of maintaining productive agricultural lands to support the economies of scale required for agricultural operations. Johnstown concurs and welcomes the continued production of agricultural products within its Growth Management Area.

While many acres of Johnstown’s prior surrounding agricultural lands have been converted to development, the Town is open to working with the community to preserve and conserve areas of ongoing production and prime agricultural lands. Innovative financing and land use tools exist and should be considered to assist those interested in maintaining their agricultural businesses and way of life.

Uses:

Large lot residential, ranch, farm, pastures, stables, and arenas. Special uses may be allowed for agri-tourism purposes (lodging, demonstrations, workshops, fairs, retail farm sales, special event facilities, etc.). Additional uses may be added to land use regulations that can enable the community to protect this resource while exploiting opportunities to extract the highest value for preserved agricultural lands.

Density:

2 DU/Acre

Intensity:

Accessory/additional uses in harmony with and proportion to primary functioning agricultural use.







# CHAPTER 6: IMPLEMENTATION

## OVERVIEW

This chapter identifies a series of specific steps to be taken by the Town and community partners to achieve the Plan’s Guiding Principle, Integral Themes, and its respective goals, strategies, and actions. Since implementation can take time, Town leaders and staff must reassess and prioritize these action items annually. Implementation measures may be adjusted over time based on availability of new or improved information, changing circumstances, resource availability, and anticipated effectiveness, so long as they remain consistent with the intent of the Comprehensive Plan.

## ACTIONS ITEMS

Building on the 2006 Comprehensive Plan, the following action items were confirmed, refined, or expanded. Additionally, community input informed a series of opportunities that resulted in new actions. The actions in the implementation matrix are intended to influence future zoning and regulation changes, suggest potential financing tools, leverage partnerships, prioritize capital investments, and establish new programs and services. The resources and partnerships required for each action should be considered in conjunction with annual budgeting and capital planning.

Action items are outlined by the following elements:

### Type

- **Regulatory Reform:** Some development regulations and standards will need to be updated to ensure consistency with the goals and objectives of the Comprehensive Plan.
- **Capital Projects:** These major infrastructure investments and funding partnerships are specifically relevant to the implementation of the Comprehensive Plan goals and objectives but should be considered in conjunction with other capital improvements and related plans to determine priorities, project efficiencies, and timing of capital improvement expenditures.
- **Plans and Studies:** Specific locations or initiatives that may require additional support and direction at a more detailed level than what is established in this Comprehensive Plan. These include site-specific development guidelines, master and/or subarea plans, and feasibility or funding studies.

- **Programs and resources:** These may include developing an educational program, marketing campaign, or a repository of resources to inform the public, encourage civic engagement, and overall, invite the community to contribute to the success of the Comprehensive Plan efforts. Programs and resources may also involve seeking or continuing collaborative efforts with local and regional organizations.

### Leaders & Partners

LEADERS/PARTNERS	ACRONYM
Building	Bldg.
Public Works	PW
Planning & Development	P&D
Communications	Comms.
Finance	F
Police	P
Town Clerk	TC
Town Manager	TM
Department of Local Affairs	DOLA
Colorado Department of Transportation	CDOT
Fire Districts	FD
School Districts	SD
Planning and Zoning Commission	P&ZC
Housing Authority	HA
Johnstown Senior Center	JSC
Johnstown Historical Society	JHS
Johnstown Housing Authority	JHA
Larimer and Weld Counties	LWCC
Greeley-Weld Housing Authority	GWHA
Thompson Rivers Parks & Recreation District	TRPRD
North Front Range Metropolitan Organization	NFRMPO
Great Western Railroad	GWR
Union Pacific Railway	UP



Implementation timeline

- **Short-term:** 0-5 years
- **Mid-term:** 5-10 years
- **Long-term:** 10-20 years or more

Anticipated cost

- **\$:** an anticipated cost less than \$20,000
- **\$\$:** an anticipated cost of \$20,000 - \$100,000
- **\$\$\$:** an anticipated cost over \$100,000

Effectiveness

How effective a strategy/action is in generating tangible results:

- **Low:** somewhat effective, or slow to go into effect but still important
- **Medium:** more effective with some visible results shortly after implementation
- **High:** once completed, immediate results

Funding sources

This section will list any known existing and potential sources at the time of developing the plan. Efforts should be made to continue exploring and securing funding sources.

ROLES OF IMPLEMENTATION

Annual Workplan

Each year, the Town Manager and Planning and Development Director should collaboratively develop a workplan with key actions for the year, based upon the Implementation Matrix. Resources and budgeting should be based upon implementing this Annual Work plan.

Tracking progress over time is crucial to ensuring the success of this Plan. It can be easy to lose track of how many improvements are made over time or to focus on actions that steer away from identified priorities, targets, or resources. For this reason, Staff should identify accessible and important indicators and track their progress over time as part of the Annual Workplan to assess outcomes and maintain accountability.

The Town Manager and Planning & Development Director will have ultimate responsibility to coordinate audits and updates to the Plan and the Implementation of the Annual Work plan.

Town Council Prioritization Considerations

Ultimately, Town Council prioritizes the implementation of this Plan. Decisions are made based on a variety of changing conditions and priorities. Prioritization may change based on changing funding levels and/or sources (e.g., grant funding that must be used for a certain type of project); new opportunities for partnerships; and the emergence of new private development projects. The following criteria can help Town Council in determining the priority of actions to implement:

- **Health, Safety, Welfare, and Code Compliance:** Action involves projects that improve public health, safety, welfare, or ensure code compliance.
- **Ease of Implementation:** Action capitalizes on opportunities to be easily implemented (i.e., low cost with large gains, staff capacity, development-ready projects, available property, etc.).
- **Community Significance:** Action provides benefit to a large number of people within the community, contributes to community vision and goals and to balancing needs across the community.
- **Partnerships for Funding:** Action leverages

partnerships for funding (i.e., Regional Partners, federal or state grants, private sources, etc.).

- **Satisfies Urgent Need:** Action satisfies urgent needs within the community (i.e. transportation and safety improvements).
- **Completes Phasing of Current Projects:** Action completes phases of current projects that are yet to be completed.

Community Leadership

The community, and other governmental and non-governmental agencies, including community advisory committees, also have a role in the Johnstown Area Comprehensive Plan. Empowering them to take action will not only contribute to building civic leadership but also further the implementation of this Plan. The ‘Community Leadership’ Handout provides information and resources needed to take action. The goal is for community organizations to collaborate with the Town to find mutually beneficial solutions, pool resources, and assist in gathering data and monitoring the success of actions. The Community Leadership Handout should be a live document that continues to evolve and improve based on community contributions, and should be made available on the Town’s website, and promoted at community organizations and public facilities, including schools.

Plan Integration

Town Leadership and the Planning and Development staff should ensure consistency between the Johnstown Area Comprehensive Plan and development proposals, development regulations, and land use codes. Additionally, the Town should work to integrate the Plan’s actions into the Town’s Capital Improvement Plans to ensure implementation.

Plan Updates

Though the goals, strategies, and actions contained in this Plan were developed to guide the Town’s decision-making into 2040, the Plan is intended to be flexible and adapt to changing conditions. The Plan should be reviewed and updated at least every 5 years. Minor modifications may occur in interim years whenever major demographic shifts or policy changes occur that would impact the accuracy and direction of the

elements in this Plan. As change occurs, however, the Plan’s Guiding Principle and Integral Themes should continue to provide the foundation for the Plan.

IMPLEMENTATION TABLE

The next couple of pages offer an illustration of the Implementation Table. Town Staff will work from a live version in an Excel Format. For the most up to date version of this table, please contact the Planning & Development Department.





## WHERE WE LIVE

STRATEGY	TYPE	CHAMPION	PARTNERS	EFFECTIVENESS/ IMPACT	COST	TIMELINE
<b>GOAL L1   ENSURE NEIGHBORHOOD CHARACTER AND AMENITIES CONTRIBUTE TO THE HEALTH AND WELLBEING OF OR DIVERSE RESIDENTS.</b>						
<b>L1.1.</b> Expand land use regulations to support the creation of complete neighborhoods with housing, employment, and services in close proximity. Ensure this effort involves collaboration with the Johnstown Housing Authority to identify and promote options for senior and low-to-medium income households.	Regulatory Reform	P&D	Bldg., JHA	High	\$	on-going
<b>L1.2.</b> Require connectivity of street and trail networks into and beyond new development, ensuring connection opportunities for future development on adjacent undeveloped lands.	Regulatory Reform	P&D	Bldg., PW	Medium	\$	on-going
<b>L1.3.</b> Create a measurable standard to require affordability and universal design in a certain percentage of housing units within new residential developments. Alongside this effort, collaborate with the Johnstown Housing Authority to identify code updates and sources of funding to offer incentives, grants, or low-to-zero interest loans to retrofit homes in an affordable manner that promotes accessibility.	"Plan/Study Regulatory Reform"	P&D	Bldg.	Medium	\$	short-term
<b>L1.4.</b> Expand land use regulations to allow for alternative housing types such as cottage courts and ADUs that allow for development flexibility and contribute to increasing and diversifying the housing stock.	Regulatory Reform	P&D	Bldg.	High	\$	on-going

**L1.5.** Work with developers to build continuing care retirement communities (CCRCs) that provide housing and facilities to offer a continuum of care, from independent living to skilled nursing and memory care, allowing seniors to stay in the same community through different phases of the aging process. This effort should involve the Johnstown Housing Authority to include options for low-to-medium income seniors.

Program/  
Resource

P&D

Bldg., JHA

Medium

\$

on-going

**L1.6.** Update land use regulations to address a balance of residential and non-residential development consistent with the Future Land Use Plan for developments of 40+ acres to create complete neighborhoods within and surrounding activity centers.

Regulatory  
Reform

P&D

Bldg.

Medium

\$

long-term

## GOAL L2 | REVITALIZE AND MAINTAIN DOWNTOWN AS THE HEART OF THE COMMUNITY.

**L2.1.** Update Downtown Design Guidelines to reflect current community values and needs (e.g. enhanced streetscape, curbside management, and gathering places, among others); to promote the preservation, renovation, and adaptive reuse of historic structures; to review development requirements for downtown projects (parking, open space, landscaping, etc); and to provide clear regulatory guidance for decision-making. During this process, assess needs and opportunities to expand the Downtown streetscape to adjacent areas.

Regulatory  
Reform

P&D

Medium

\$\$

on-going

**L2.2.** Update land use regulations to encourage mixed-use structures and higher density housing types in and adjacent to the Downtown Area.

Program/  
Resource

P&D

PW, Bldg.

Medium

\$

on-going

GOAL L3 | HONOR THE AGRICULTURAL HERITAGE OF THE JOHNSTOWN AREA.

L3.1. Engage in a study to assess agricultural preservation and conservation programs (e.g. easements, Transfer of Development Rights (TDR), etc.).	Plan/Study	P&D	Bldg / PW	Medium	\$	Mid-term
L3.2. Update land use regulations to encourage development to have agricultural elements and themes (e.g. orchards, community gardens, re-purposing agricultural structures, etc.) into their design. Alongside this effort, collaborate with new and existing neighborhoods, special districts, and other community partners to implement agricultural elements and themes in neighborhoods and facilities.	Regulatory Reform	P&D	Bldg / PW	Medium	\$	on-going
L3.3. Establish relationships and collaborate with local agricultural producers, community partners and the business community in order to create new opportunities to connect local residents with local agricultural products and to develop an Agricultural Day to raise awareness of and build pride for local agriculture.	Program/Resource	P&D	PW, Comms.	High	\$	short-term
L3.4. Promote awareness of the presence and use of farm vehicles, safe and accessible routes, and appropriate driving behavior in emerging areas of development with significant active agricultural lands.	Program/Resource	P&D	PW, Comms.	Low	\$	on-going



WHERE WE WORK & SHOP

STRATEGY	TYPE	CHAMPION	PARTNERS	EFFECTIVENESS/IMPACT	COST	TIMELINE
----------	------	----------	----------	----------------------	------	----------

GOAL W1 | STRENGTHEN EMPLOYMENT CENTERS TO DIVERSIFY THE TOWN'S ECONOMIC BASE AND PROVIDE JOBS.

W1.1. Collaborate interdepartmentally to ensure flexibility in regulations that accommodate evolving economic trends and industries, and attract new business interests and investment (e.g. renewable energy, business incubators, artists/makers spaces, synergistic businesses, etc.).	Regulatory Reform	TM	P&D	Medium	\$	Mid-term
W1.2. Assess incentives and business programs to attract and retain industries that provide high quality jobs (i.e. salaries and benefits) as well as needed goods and services to the community.  Some ideas suggested by the community are: <ul style="list-style-type: none"><li>• Businesses and services for diverse age groups and needs.</li><li>• Destination businesses (e.g. microbreweries and dine-in galleries among others) that contribute to social gathering and recreation spaces.</li><li>• Businesses and partners that can help diversify and enhance Downtown options for restaurants, shops, and entertainment.</li></ul>	Regulatory Reform	TM	P&D	Medium	\$	Mid-term



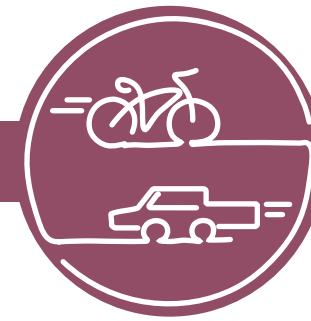
<p><b>W1.3.</b> Highlight and align economic development programs and tools to include opportunities for local agricultural, tourism, and recreation industries. This effort should also include working with local groups to develop, establish, and maintain a repository of available resources for interested parties to engage in agri-tourism activities.</p>	Program/ Resource	P&D	PW	Medium	\$	on-going
<p><b>GOAL W2   BALANCE MORE INTENSE COMMERCIAL USES ALONG MAJOR HIGHWAY CORRIDORS WHILE HAVING NEIGHBORHOOD-SCALE COMMERCIAL IN THE DOWNTOWN AND THROUGHOUT THE COMMUNITY TO ENSURE CONVENIENT ACCESS TO JOBS, GOODS, AND SERVICES FOR ALL RESIDENTS.</b></p>						
<p><b>W2.1.</b> Analyze the potential impact and utilization of new incentive areas to encourage development and investment in key locations (i.e., URA, TIF, DDA), in collaboration with area businesses, owners, and other Town departments.</p>	Plan/Study	TM	F / P&D	Medium	\$	Mid-term
<p><b>W2.2.</b> Work with Downtown businesses, property owners, and residents to develop a strategy and design approach for Downtown that includes public improvements, encourages private investment, and favors home occupation businesses (that demonstrate that they will not have adverse effects on surrounding properties).</p>	Plan/Study	P&D	PW	Medium	\$	short-term
<p><b>W2.3.</b> Encourage appropriate, higher-density residential development in and adjacent to employment and commercial centers to enliven these areas, and provide options to live, play, and work in close proximity.</p>	Regulatory Reform	P&D	PW, Bldg.	Medium	\$	on-going



## WHERE WE PLAY

STRATEGY	TYPE	CHAMPION	PARTNERS	EFFECTIVENESS/ IMPACT	COST	TIMELINE
<p><b>GOAL P1   ENHANCE, MAINTAIN, AND INCREASE RECREATIONAL SPACES AND AMENITIES TO BE ENJOYED BY ALL AGES AND ABILITIES.</b></p>						
<p><b>P1.1.</b> Review and update the Parks, Recreation, Open Space and Trails Plan.</p>	Plan/Study	PW	PW	Medium	\$	on-going
<p><b>P1.2.</b> Develop an ADA and community informed checklist for the review, maintenance, and update of Town parks and ensure priority projects are included in the Town's Capital Improvements Plan.</p>	Regulatory Reform	PW	P&D	High	\$	short-term
<p><b>P1.3.</b> Develop a Multi-Purpose Regional Park Master Plan.</p>	Plan/Study	P&D	PW	Medium	\$	Mid-term
<p><b>P1.4.</b> Establish standards for the consistent integration of thematic and educational elements in the design of recreational areas and trails. Some considerations suggested by the community are: having signs and markers that identify species, farms, floodplains, etc.</p>	Plan/Study	P&D	Bldg., PW	Medium	\$	Mid-term
<p><b>P1.5.</b> Assess opportunities to take advantage of local water features (i.e. Big Thompson and Little Thompson Rivers and the Johnstown Reservoir) for diversifying recreation options –to provide fishing and non-motorized water sports, among other activities.</p>	Program/ Resource	P&D	PW, Comms.	Low	\$	short-term
<p><b>P1.6.</b> Update land use regulations to incorporate pocket parks and natural areas in all commercial and employment centers to create public spaces and to offset environmental impacts, ensuring continuity of parks, trails, and open spaces wherever possible.</p>	Program/ Resource	P&D	PW, Comms.	High	\$	short-term

<b>P1.7.</b> Assess opportunities, partnerships, and funding to prioritize the acquisition and/or conservation of key open space and greenway corridors, including those shared with neighboring municipalities.	Capital Project	PW	P&D, Larimer & Weld Counties	Medium	\$\$	Mid-term
<b>P1.8.</b> Update land use regulations to facilitate improvements to Downtown public spaces that create inviting and flexible gathering options and that support year-round cultural and entertainment activities.	Program/Resource	P&D	PW, Bldg.	Medium	\$	on-going
<b>P1.9.</b> Create an advisory group for community members to contribute to parks and recreation planning ensuring efforts are consistent with community desires.	Program/Resource	P&D	PW, Comms.	Low	\$	short-term



## HOW WE MOVE

STRATEGY	TYPE	CHAMPION	PARTNERS	EFFECTIVENESS/ IMPACT	COST	TIMELINE
<b>GOAL M1   PROVIDE AN EFFICIENT, SAFE, AND COMPREHENSIVE TRANSPORTATION SYSTEM INTEGRATING MOTORIZED AND NON-MOTORIZED TRANSPORTATION OPTIONS.</b>						
<b>M1.1.</b> Regularly update the Transportation Master Plan to reflect changing needs and trends and to include a bike and pedestrian circulation plan as well as the efficient integration of micromobility.	Plan/Study	P&D	PW / TE	Medium	\$	on-going
<b>M1.2.</b> Collaborate with the community to find and implement strategic and planned solutions to connect road end points to key destinations.						
<b>M1.3.</b> Collaborate with railroad and irrigation ditch companies to enhance existing and create new pedestrian connections while honoring the historic character of the rail lines and the irrigation ditches.	Capital Project	PW	P&D, DC, RRC	Low	\$\$\$	Long-term
<b>M1.4.</b> Conduct a tandem analysis and update of the Street Design Standards (consider Larimer County Urban Area Street Standards (LCUASS)); the Transportation Plan; and the Parks, Recreation, Open Space and Trails Plan to ensure updated strategies are coordinated with each other.	Plan/Study	P&D	PW / TE	Medium	\$	short-term
<b>M1.5.</b> Update land use regulations to include requirements for bike lanes and multi-modal trails to ensure connectivity with current and future development—within and adjacent to Town boundaries. Alongside this effort, analyze options to expand impact fees to support multi-modal transportation options.	Plan/Study	P&D	PW / TE	Medium	\$	short-term



<b>M1.6.</b> Work with Town leadership to develop a clear and strong ‘elevator pitch’ to ensure the safety of roads frequented by pedestrians (Downtown, near schools, in neighborhoods, and along SH 60) is a to be a top priority in all transportation and development discussions and planning.	Capital Project	PW	P&D, SD	Medium	\$\$	on-going
<b>M1.7.</b> Update land use regulations to incentivize or require parking lots for high density and non-residential uses to incorporate EV charging stations.	Capital Project	PW	P&D	Low	\$\$	Long-term
<b>GOAL M2   ALIGN TRANSPORTATION AND ECONOMIC EFFORTS TO SUPPORT AND PROMOTE THE LOCAL ECONOMY.</b>						
<b>M2.1.</b> Conduct a feasibility study to assess opportunities and funding options for a local shuttle or micro-transit service to connect residents and visitors to local destinations (e.g. from Downtown to 2534 area and vice versa).	Plan/Study	PW	P&D	Low	\$	Mid-term
<b>M2.2.</b> Assess and update sign design standards (consider Tourist-Oriented Development signage —blue signs) for major corridors and activity centers to ensure high quality, cohesive, and compatible designs that promote local businesses and reduce the need for large signage.	Regulatory Reform	P&D	Bldg.	Medium	\$	short-term
<b>GOAL M3   BUILD AND STEWARD PARTNERSHIPS TO COLLABORATIVELY ADDRESS TRANSPORTATION IMPROVEMENTS OF REGIONAL IMPACT.</b>						
<b>M3.1.</b> Collaborate with regional agencies and neighboring communities to develop and maintain a transportation system that separates different modes of transportation (e.g. vehicular, bicycle, equestrian, pedestrian, etc.) and that enhance connectivity and safety of shared trails.	Capital Project	PW	P&D, NFRMPO, CDOT	Low	\$\$\$	Long-term

<b>M3.2.</b> Work locally and with adjacent jurisdictions to reduce trail gaps by prioritizing the construction of proposed trails and sidewalks that create needed connections for people to actively and safely move within and beyond town boundaries.	Capital Project	PW	P&D, Larimer & Weld Counties	Medium	\$\$	on-going
<b>M3.3.</b> Identify partnerships and resources for participating in the Safe Routes to School program.	Plan/Study	PW	P&D, SD	Low	\$\$	Mid-term
<b>M3.4.</b> Work with the community to improve seniors' transportation options (consider the <a href="#">NFRMPO One-Call One-Click Center</a> ).						
<b>M3.5.</b> Identify partnerships and resources for joining existing and emerging North Front Range public transportation services and projects.	Plan/Study	PW	P&D, NFRMPO, CDOT	Low	\$	Mid-term
<b>M3.6.</b> Identify partnerships with joint funding that subsequently allow the Town to annex appropriate county roads into the Town and upgrade and realign as needed for the most efficient regional transportation system possible.	Capital Project	PW	P&D, Larimer & Weld Counties	Medium	\$\$\$	Mid-term
<b>M3.7.</b> Collaborate with CDOT to proactively and efficiently address traffic volumes, intersections, points of access, and overall safety on SH 60 and US 34.	Capital Project	PW	P&D	Low	\$\$\$	short-term
<b>M3.8.</b> Leverage the I-25 designation as an <a href="#">Alternative Fuels Corridor</a> to plan for the provision of EV infrastructure at interchanges.	Capital Project	PW	P&D	Low	\$\$	mid-term
<b>M3.9.</b> Proactively work with area railroad groups to coordinate safe and appropriate rail crossings for current and future transportation needs.	Capital Project	PW	P&D, GWR, UP	High	\$\$	mid-term



## HOW WE SERVE

STRATEGY	TYPE	CHAMPION	PARTNERS	EFFECTIVENESS/ IMPACT	COST	TIMELINE
<b>GOAL S1   DIRECT COMMUNITY GROWTH IN A MANNER THAT WILL PROVIDE FOR THE EFFICIENT AND EFFECTIVE EXTENSION OF PUBLIC SERVICES AND FACILITIES.</b>						
<b>S1.1.</b> Develop a monitoring and reporting system across all Town departments to ensure efficient upgrades and extensions of utilities and services (water, sewer, stormwater, streets, sidewalks, parks) and private service providers (cable, Internet, phone, recycling) that meet a fair rate structure.	Capital Project	PW	P&D	High	\$\$\$	on-going
<b>S1.2.</b> Host regular meetings with school, fire, and parks districts to collaborate on upgrades to existing facilities and on securing locations for new facilities.	Capital Project	P&D	SD, FD, TRPRD	High	\$\$\$	on-going
<b>S1.3.</b> Continue encouraging the community-scale development of health services for diverse age groups and needs (e.g. Day Care Centers for medically compromised persons).	Program/Resource	PW	P&D	Low	\$	on-going
<b>S1.4.</b> Create an implement a consistent design theme for new and existing Gateways.	Capital Project	PW	P&D, FD	Medium	\$\$	Mid-term
<b>GOAL S2   ENSURE TOWN PLANNING EFFORTS AND INVESTMENTS ARE SUSTAINABLE AND CONTRIBUTE TO THE COMMUNITY'S QUALITY OF LIFE.</b>						
<b>S2.1.</b> Pursue more regional, state, and federal grant opportunities and seek grant writing assistance to capitalize on the many and much needed funding opportunities.	Program/Resource	PW	P&D, Bldg.	High	\$	on-going
<b>S2.2.</b> Prioritize public and private partnerships and appropriately located and designed development proposals that maximize positive fiscal impacts and contribute to this Plan's guiding principle.	Program/Resource	PW	P&D, Bldg.	High	\$	on-going

<b>S2.3.</b> Collaborate with neighboring towns to enhance connectivity with adjacent existing and future developments for the efficient development of utility infrastructure and emergency response.	Capital Project	PW	P&D, WLC	High	\$\$\$	on-going
<b>S2.4.</b> Identify and pursue local and regional projects for the improvement of public services, including alternative and multi-modal transportation options and other technological advancements (e.g. broadband, small cell connectivity, advanced metering, electric vehicles, etc.).	Capital Project	PW	P&D, Bldg.	High	\$\$\$	on-going
<b>S2.5.</b> Leverage public engagement opportunity to educate on, discuss, define, and prioritize sustainability goals. Once goals are established, ensure their alignment across all Town efforts. Along this effort, promote water conservation approaches and practices in the community.	Plan/Study	P&D	TM	Medium	\$	Mid-term
<b>S2.6.</b> Assess community desire to update land use and building codes that would require (or incentivize) development to meet updated quality, sustainability, and infrastructure standards (e.g. universal design, green and solar infrastructure, radon mitigation, etc.). Alongside this effort, investigate override of PUD and HOA documents to allow the use of and retrofits for environmentally friendly infrastructure.	Regulatory Reform	P&D	Bldg / PW	Medium	\$	on-going
<b>S2.7.</b> Collaborate with local and regional schools to create a civic leadership curriculum and internship opportunities for individuals of all ages to learn about and contribute to Town affairs and to cultivate a community of leaders. Alongside this effort, work with the community to create a Community Corps of volunteers that can support community efforts.	Program/Resource	P&D	TM	High	\$	on-going



GOAL S3 | ENSURE ALL DEVELOPMENTS IS IN BALANCE WITH THE NATURAL ENVIRONMENT.

<b>S3.1.</b> Identify and geographically define natural hazards and sensitive areas and recommended setbacks or mitigation to more appropriately incorporate these areas into planning efforts (e.g. hazard mitigation, environmental conservation, recreation and access) and to reference them in development reviews.	Plan/Study	P&D	PW	Medium	\$	Mid-term
<b>S3.2.</b> Update zoning and subdivision standards to minimize disruption and development within regulatory wetlands and the floodplain.	Regulatory Reform	P&D	Bldg.	High	\$	on-going
<b>S3.3.</b> Work with the community to facilitate the formation of an emergency planning group (including public works, emergency responders, and interested community members) to conduct regular meetings.	Plan/Study	P	P&D, PW, WLCC	Medium	\$	Mid-term
<b>S3.4.</b> Update zoning and subdivision standards to include right-of-way landscaping requirements that use green infrastructure —to protect, restore, and mimic the natural water cycle.	Regulatory Reform	P&D	Bldg / PW	Medium	\$	on-going
<b>S3.5.</b> Assess opportunities to protect vital viewsheds along major corridors to highlight Johnstown’s unique natural features (e.g. rivers, mountains, protected agricultural lands, etc.).	Regulatory Reform	P&D	Bldg.	Low	\$	short-term
<b>S3.6.</b> Assess current lighting code requirements and consider upgrading it to encourage Dark Sky approaches —for the efficient and safe utilization of outdoor lighting technologies with minimal disruption to the environment.	Regulatory Reform	P&D	Bldg.	Low	\$	short-term

*This page intentionally blank.*

# APPENDIX A: GLOSSARY OF TERMS

**Activity Center:** a general term for mixed-use centers that integrate a range of uses and activities which complement and support each other. Typically, an activity center includes a predominant type of use, such as commercial or employment-related, that is then supported by a mix of one or more other uses, such as residential, civic, or institutional.

**Agritourism:** any activity carried out on a farm or ranch that allows members of the general public, for recreational, entertainment, or educational purposes, to view or enjoy rural activities, including farming, ranching, historic, cultural, harvest-your-own activities, or natural activities and attractions.

**Americans with Disabilities Act (ADA):** the ADA recognizes and protects the civil rights of people with disabilities and is modeled after earlier landmark laws prohibiting discrimination on the basis of race and gender. The ADA covers a wide range of disability, from physical conditions affecting mobility, stamina, sight, hearing, and speech to conditions such as emotional illness and learning disorders.

**American Community Survey:** A demographics survey program conducted by the U.S. Census Bureau. Data is collected for 1-year and 5-year periods.

**Annexation:** the process of bringing property into the Town limits. The Town may annex land one of two ways: by receiving a petition from a consenting property owner with land contiguous with the Town boundary, or when a property has been completely encircled by land located in the Town's jurisdiction (referred to as an "enclave") for a period of no less than three years.

**Attainable/Affordable Housing:** decent, attractive, safe, and sanitary accommodation that is affordable for the full spectrum of the Town's residents. While a cost of no more than 30% of gross household income is a good rule of thumb for affordability, there will be some circumstances where higher or lower thresholds may be more applicable.

**Buffer:** 1) a strip of land, fence, or border of trees, etc., between one land use and another, which may or may not have trees and shrubs planted for screening purposes, designed to set apart one use area from another. An appropriate buffer may vary depending on uses, districts, size, etc.; 2) districts established at or

adjoining commercial-residential district boundaries to mitigate potential frictions between uses or characteristics of use.

**Census:** an official enumeration of the population, with details as to age, sex, occupation, etc.

**Civic:** relating to the duties or activities of people in relation to their town, city, or local area.

**Compatible Land Use:** a land use which may by virtue of the characteristics of its discernible outward effects, exist in harmony with an adjoining land use of differing character. Effects often measured to determine compatibility include, but are not limited to, noise, odor, light, and the presence of physical hazards such as combustible or explosive materials.

**Comprehensive Plan:** a community driven, long-range plan designed to guide decision-making for Town leaders and to help community members understand future development and redevelopment considerations over the next 20 years.

**Connectivity:** The degree to which roads and paths are connected and allow for direct travel between destinations.

**Conservation Easements:** a voluntary legal agreement between a landowner and another entity (usually a land trust) that places restrictions on the use of a piece of property. Common examples of use restrictions include prohibiting building on the property or preventing mining on the property. That said, landowners retain many of their rights, including the right to use the land (for purposes such as agriculture) and to sell it or pass it on to their heirs.

**Cost-Burdened Households:** households who pay more than 30% of their income for owning or renting a home and who may experience hardship affording necessities such as food, clothing, transportation, and medical care.

**Crime Prevention through Environmental Design (CPTED):** a multi-disciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they

can gain territorial control of areas, reduce crime, and minimize fear of crime. CPTED is pronounced 'sep-ted' and it is also known around the world as Designing Out Crime, defensible space, and other similar terms.

**Density:** For residential areas, the number of homes per net acre of land. For non-residential areas, by floor area ratio: the number of square feet of building area per net acre of land.

**Design Guidelines:** written statements, explanatory material, graphic renderings and/or photographs intended to inform property owners and the public of specific examples of techniques and materials appropriate to achieve identified design goals and objectives.

**Downtown:** the core area of Johnstown that has a mix of residential, business, and civic uses.

**Economic Development:** establishing new businesses and increasing the number of economic growth practices that can grow a local economy through diversification, number, or partnerships.

**Economic Profile System (EPS):** a tool created by Headwaters Economics to build customized socioeconomic reports of U.S. counties, states, and regions. EPS uses published statistics from federal data sources, including the U.S. Census Bureau, Bureau of Economic Analysis, and Bureau of Labor Statistics. The Bureau of Land Management and Forest Service have made significant financial and intellectual contributions to the operation and content of EPS.

**Floodplain/ 100-year floodplain:** a floodplain is a generally flat area of land next to a river or stream. It stretches from the banks of the river to the outer edges of the valley. 100-year floodplain refers to any area that has a one percent chance of experiencing a base flood in any given year.

**Gateway entrances:** attractive and celebratory entrances that welcome residents and visitors into town. Key gateway entrances, like near the Downtown, may serve to help slow traffic well outside Town limits.

**Goal:** illustrate desired future ideals and are derived from the community vision and themes.

**Green Infrastructure:** the interconnected system of parks, open space, trails, waterways and other natural

areas that connect the Town to its natural environment and which provides environmental functions and benefits like mitigating stormwater runoff.

**Growth Management Area (GMA):** an area beyond Town limits that can reasonably be expected to annex as growth continues. Properties within the GMA will only become a part of the municipality at the desire of the property owner, and as these areas become adjacent to an expanding Town boundary.

**Growth Rate:** a measure over time of the increase or decrease in Town population compared to the Town's population at a specified date. Growth rates are usually expressed as a percentage and applied to time increments of one, five, or ten years.

**Hazardous Areas:** areas prone to danger due to natural or man-made features. Often a floodplain is considered a hazardous area as damage to life and property can occur in the event of a flood.

**Health:** a state of physical, mental, and social well-being, and not merely the absence of disease or infirmity. Health is a resource for everyday life, not the objective of living. Health is a positive concept emphasizing social and personal resources, as well as physical capacities.

**Infrastructure:** the basic facilities and installations that help a government or community run, including roads, schools, phone lines, sewage treatment plants, and power generation, among others.

**Intensities (of Land Uses):** refers to the extent to which a land parcel is developed in conformity with zoning ordinances, typically measured by the floor area ratios (FAR) to indicate the gross floor area divided by the lot area).

**Intergovernmental Agreement (IGA):** any agreement that involves or is made between two or more governments in cooperation to solve problems of mutual concern.

**Land Use:** Characteristic of the typical development or activity that occurs on the land.

**Land Use Regulation (and Zoning):** the municipal or local laws or regulations that indicate the permitted use of the property in accordance with the Town's regulations and guidelines.



**Median Household Income:** the income cut-off where half of the households earn more, and half earn less.

**Micromobility:** transportation using lightweight vehicles such as bicycles or scooters, especially electric ones that may be borrowed as part of a self-service rental program in which people rent vehicles for short-term use within a town or city.

**Mitigate/Mitigation:** measures required or taken to avoid, minimize, compensate for, or offset definable negative impacts of development on the environment, public facilities and services, or other issues of community concern defined by ordinance.

**Mixed-Use Development:** development that integrates two or more distinct land uses, such as residential, commercial, and office, with a strong pedestrian orientation.

**Mobility:** methods of getting from point of origin to point of destination. **Monitoring:** observe and check the progress or quality of (something) over a period of time; keep under systematic review

**Multi-Jurisdictional:** a group of cities, counties, or a combination of both.

**Multi-Modal Transportation:** a street or path that supports more than one type of transportation including walking, bicycling, busing, driving, or others.

**Pandemic:** an outbreak of a disease that occurs over a wide geographic area and affects an exceptionally high proportion of the population.

**Primary Job:** the highest paying jobs for an individual worker, this includes one job per worker and may be in the public or private sector.

**Quality of Life:** in planning terms, quality of life means the attributes or amenities that combine to make an area a good place to live. Examples include the availability of political, educational, and social support systems; good relations among constituent groups; a healthy physical environment; and economic opportunities for both individuals and businesses.

**Resilient/ Resilience:** The ability to change, adapt, or prepare for change that allows a return to normal to happen more quickly.

**Retrofitted (homes or roads):** to furnish or enhance homes or roads with new or modified parts or features not available or considered necessary during the original construction.

**Stakeholders:** a person or group who has a vested interest in the project.

**Strategy:** outlines a course of action to guide decision-making to achieve the goals.

**Streetscape:** the overall appearance of a street and the features related to both it and the directly associated public realm, including medians, street trees and other landscaping, street-facing building treatments, entry features, walls, fences, amenities including street furniture and public art, and associated facilities such as street lights, utilities, signage, sidewalks, and trails.

**Transfer of Development Rights (TDR):** is a voluntary, incentive based program that allows landowners to sell development rights from their land to a developer or other interested party who then can use these rights to increase the density of development at another designated location. While the seller of development rights still owns the land and can continue using it, a conservation easement is placed on the property that prevents further development. A TDR program protects land resources at the same time providing additional income to both the landowner and the holder of the development rights.

**Universal Design:** design of the built environment that promotes access, to the greatest extent feasible, for all people regardless of age, size, ability, or disability.

**Walkable/Walkability:** a physical design and environment with availability of safe, accessible, connected and inviting facilities that encourage and result in more pedestrian activity for a variety of purposes.

